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BY RICHARD J. CARUANA



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Please enclose a stamped SAE, if you anticipate a reply. Thank you.

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Just a quick note this month, with regard to the late arrival of last month's edition on the newstands. As our subscribers will vouch, the magazine was not late as far as the production side was concerned. The delay was with the distributor, who was some days late in sending the magazine out to the wholesalers. Don't worry, we are still going strong, and need I have a better advert to encourage you all to subscribe!.



Final note, with Richard's and Steve's superb coverage of the Bristol Beaufighter this month, I am sure you will all be interested to hear that in next month's edition we will have a full build article of the new Tamiya kit by David Batt, and lots of interior and exterior detail to help you build the kit.

Until next month...

Richard A. Franks
Editor

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Scale Aviation Modeller is always happy to review new products within its pages. Any item which you feel is appropriate will be given due consideration for inclusion in the title. Any company, trade representative, importer, distributor or shop which wishes to have products reviewed within Scale Aviation Modeller should send them directly to the editorial address and clearly mark them for the attention of the Editor. Confirmation of receipt of the samples will be supplied if requested.

For all international companies etc the above applies, but please ensure that the package is clearly marked for customs as a 'sample, free of charge' to reduce the risk of unnecessary delays. Thank you

News Update

This month's News Update pages should be read in conjunction with the 'Special' version covering the news from the IPMS/USA National Convention, which starts on page 554.

AJP Maquettes

This French firm produce resin kits of early aircraft types and recently they announced kits of the Caudron G.4, Santos Dumont and Ryan 'Spirit of St Louis', all in 1/48th scale. The kits are resin with etched detail parts, although I have no idea of a price.

Pavla

This Czech firm produces limited-run injection moulded kits with etched detail parts and vac-formed clear canopies etc and they will be releasing a number of new kits in 1997. All of the kits will be to 1/72nd scale and they will consist of an Arado Ar 231, Focke Achelis Fa 333, Robinson R-22 helicopter, the Tigercat biplane and two versions of the Arado Ar 95, one with wheels and one with floats.



The other news from this source is that they will be reissuing their Fi 167 kit very soon.

Fujimi

Some of the new and not-so new kits due from this source will include the prototype (JIN1) of the Gekko and the F1M2 'Pete' in 1/72nd scale. These will be released along with the AH-1S TOW Cobra, AH-1J Cobra, UH-1N Iroquois, F/A-18 Hornet in 'Top Gun' markings and a Spitfire Mk XIVc.



In 1/48th scale you will get the reissue of the Westland Wasp Mk 1 and the Alouette III.

Radek Vavrina

This Czech gentleman produces some excellent resin kits and accessories in 1/72nd scale. The kits so far produced are the Skoda Kauba Sk 257 V4 and the Yokosuka R2Y1 'Keiun'.

The accessories, also to 1/72nd scale, include Ruhrstahl X-4's for the Fw 190F-8, 'Doppelreiter' overwing drop tanks for the Fw 190, BT-400, 400kg Bomben Torpedo for the Fw 190F-8/R16 and the Dackelbauch ventral fuel tank for the Bf 110D/R1.

There is also a series of 1/72nd scale resin engines from this source and they

include the BMW 003, JUMO 213A, DB 601 A, B, E & N, DB 603 A & B and the DB 605D.

As yet there is no UK source for these kits so anyone interested in stocking or obtaining them, including worldwide enquiries, should contact this source directly at:

Radek Vavrina, Udanky 7, Moravska Trebova, 571 01, Czech Republic.

Revell

Released at the very end of July was the Revell boxing of the Monogram Bf 110G-4 in 1/48th scale. This kit retails for £22.95 in the UK.



Many of you I am sure will be wondering what has happened to certain kits listed as due from this source this year. Well, here is an update of what is due when. Due for July were the NATO Helicopter NH 90 TTH in 1/72nd scale (and this arrived on the shelves at the beginning of August). Also due in July was the re-issued FROG kit of the Gannet. Due



in September should be the Curtiss Helldiver in 1/48th scale, and the RF-4E Phantom in 1/72nd scale. Due in October is the P-47N Thunderbolt (1/48th), the SA 330 Puma (1/144th), the Satic A 300 ST Beluga (1/144th) and the Eurocopter EC-135 'ADAC'. You should also get the old FROG Sea Vixen kit at this stage. Due in November will be the Bell 212 Twin BSG in 1/32nd scale. And surprisingly, considering the last we were told it was delayed to 1998, will be the Hawker Hunter FGA.9/F.58 in 1/32nd scale which should be out in December.

Aires Hobby Model

This Czech manufacturer makes some of the nicest and cheapest resin and etched detail sets in the business. The most recent releases include an update set for the Hasegawa F6F-5 Hellcat. This big detail set contains just about everything you will need for the Hasegawa kit and it retails for £17.60. Also released in 1/48th scale are a set of German MG 131 machine guns (£1.50), 7.92mm MG 13 machine guns (£1.50) and Fw 190 control surfaces (£1.50).

In 1/72nd scale there is a Packard Merlin V-1650 engine (£3.45) a cockpit set for the

Hasegawa Fw 190D-9 (£3.45) and a set of German 20mm MG151 cannons (£1.50).

Due for release very soon will be a cockpit update for the Hobbycraft Avia S-199 in 1/48th scale (£5.60) and a similar set for the Hasegawa F-86 Sabre (£5.60) in the same scale.

UK sources for the range include Hannants and Four Plus UK.

RVHP

Apart from the conversion sets reviewed elsewhere this month we have been informed that the next sets from this company will be conversions for the float equipped F4F Wildcat (known as the Wildcatfish) and the AD-3/4W Guppy.

The entire RVHP range is being imported by Four Plus UK, so contact them on 01702 559308 for more details.

Verlinden

The latest set from this source is an update for the Monogram (Revell) Bf 110G-4 in 1/48th scale. The resin set features separate control surfaces and a replacement nose complete with guns etc.

Released in early August was an update for the Accurate Miniatures P-51 Mustang. The set will come in the form of a complete engine and cowl set and retails for £10.00. Also released at the same time was a set of Luftwaffe aircraft guns in 1/48th scale. This set retails for £12.20.

Broplan



The next few of kits due from this Polish vac-form manufacturer will be the Farman F.60BN4 'Goliath', the Gulfstream IV and the Gulfstream IV SRA-4, all of which are in 1/72nd scale. Each vac-formed kit will also feature injected detail parts, and some of the Broplan range also comes with decals. The kits mentioned here retail for \$28.00 for the Goliath and \$38.00 for the Gulfstreams.



The entire Broplan range is available in the UK from Swan Model Engineering.

KMC

Apart from the 1/32nd scale F-104 set mentioned in the special News Update elsewhere, there are also a number of other items due soon from this source.

In 1/48th scale there is a set of four 250lb Napalm canisters (£5.00) as well as a similar set of two 500lb versions (£6.50). P-47/P-51 108 gallon fuel tanks are offered in a set of four in 1/48th (£8.00). Also an SUU-23 gun pod for the F-4 Phantom (£7.00) and the Wright R-1820 radial engine for your FM-2 conversion (£10.50). Final item in this scale is a cockpit update for the Hasegawa P-39J Lightning (£6.50).

In 1/72nd scale you get a set of six, 250lb & 500lb napalm canisters (£6.50), 'Tiny Tim' rockets (£5.00) and the SUU-23 gun pack (£5.50). An update for the Hasegawa A-1H/J Skyraider is also due and this set will retail for £8.00.

All KMC products are imported into the UK by Hannants.

Toco



A new Russian injected kit manufacturer, this source are listing the An-74 in both civil and military markings in 1/72nd scale. News is that they will also be making an Il-2 Stormovik in the same scale before too long. As yet, there is no UK source for this range.

Marine Air Products

The most recent release from this American resin detail set manufacturer is for the Airfix 1/24th scale P-51D Mustang kit. The set includes a complete new interior, a new wheel well, metal oleo legs, weighted main wheels and new undercarriage doors.



Due very soon will be the 1/48th scale detail set for the Combat Models He 177A-5. Apparently the set will include three Hs 293 flying bombs and we will bring you both a review of the set and a full build of the He 177 in a future edition of this magazine.

The next sets due from this source after the He 177 one will be a set for the Combat Models 1/32nd scale Sea Fury and another for the Revell 1/32nd scale Bristol Beaufighter Mk IV.

Paragon Designs

In addition to those items I listed in last month's News Update, I have been passed a revised listing of new products for the rest of 1997 and there are a few additions.

In 1/72nd scale there will be bulged wheels for the F/A-18 Hornet and in inboard extended flaps for the F-4E/F/G Phantom.

In 1/48th scale there will be a set of bulged wheels for the F/A-18 Hornet. It is in 1/32nd scale that the biggest number of additions have been confirmed. As well as the Mosquito bits mentioned last month there will be a set of 60lb rockets and rails. For the Tornado there will be a laser range seeker, a set of flaps and slats, two JP233's, a set of two 'Hinderburg' drop tanks and a set of Mk 10 ejection seats. I mentioned Spitfire bits last month, but these are now confirmed as a set of 5 spoke wheels, a prototype conversion (oh, go on, everyone say LOVELY!) and a Mk VIII conversion. All will be based on the Hasegawa Mk Vb kit. One of the best items is the news that Paragon are doing a Typhoon Mk 1b conversion and a P-47D Razorback conversion, both based on the Revell kits. Final items are more Mossie bits in the form of 5 spoke or plain hub main wheels, bulged of course!

ICM

This Ukrainian firm are producing injection moulded kits and the first one listed is the Yak-9 in 1/48th scale. The kit features options to allow you to make either the K, P or D versions. The UK price, pending confirmation, should be £8.99.



In 1/72nd scale the firm are also listing the Tu-2, the I-15bis and the Yak-9. The first of these kits will retail for £9.99, while the other two will be £4.99 each.

UK source should be Hannants.

Classic Resin Airframes

We did a disservice to this firm last month as we said it was produced by Planet Models. This, no matter what you read elsewhere, is not the case. The kits are marketed by Classic Airframes in the USA and the actual resin parts are made by a commercial casting firm in the Czech republic. The Planet connection is only that that firm also casts things for Planet! Apologies for the misunderstanding.

The Fokker G-1 Reaper from this source was available in the USA in late July and it looks excellent. The size of this machine is quite a surprise, as it is slightly bigger than a P-38! UK price should be £55.00 for this kit.

The other news from Classic Airframes is that they have decided not to market the Ar 240, Fw 187, Hs 126 and He 177 we mentioned last month. These will now appear under the MPM/HML label (See the Special News Update elsewhere).

Mach 2



Released in France during the latter part of June was the 1/72nd scale kit of the Super Frelon. This limited run injection moulded kit should very soon be in the UK, although I do not have a confirmed price for it.

Czech Master Resin

Listed as released by Hannants, the UK importer for this range, were the I-16 'Irbitis' (£11.00), Ca-25 (£14.70), Spitfire F.21 with decals (£16.20), Spitfire F.22/24 with decals (£16.20), Seafire FR.46 with decals (£17.65), Curtiss A-12 with decals (£16.90), Curtiss A-8 Shrike with decals (£18.65), Fokker C.X Finnish version with decals (£16.90) and the Antonov An-7 glider (£10.30).



Each kit is resin, without decals (unless stated otherwise) and are to 1/72nd scale.

Due very soon from this source will be the Vampire Mk 1 which will come with Swedish and RAF markings. The UK price for this kit is not known at the time of going to press.

A&V Resin

This Czech resin kit manufacturer are imported into the UK by Hannants and their most recent releases are the Ohka 11, Ohka K-1, Ohka K-1 two-seater and Ohka 22. All the kits are to 1/72nd scale with etched brass and metal detail parts and decals.

Each of the kits listed above retail for £12.90 in the UK.

Redwing Models

Another new name for the UK market, this firm are producing 1/144th scale resin airliner kits. The first kit they will release will in fact be the RugRatResin Comet Mk 1 and this will come with BOAC and Air France markings and retail for £25.00. It should be released by the time you read this.

Due in September will be a new kit of the Fokker F28 Fellowship and that should

retail for £25.00. In October there will be the Comet Mk 1 in RCAF markings and that too should retail for £25.00.

A range of ground equipment in this scale is also planned and this will include an aircraft push-back tug in either twin or single cab versions, a set of tractors, trailers and containers and finally a GPU.

For more details on the Redwing range, contact them at:

46, Grand Avenue, Lancing,
West Sussex. BN15 9PZ.

Tel: 01903 767250

Email: roseair@fastnet.co.uk

Italeri

The latest releases from this source are the AH-64D Longbow Apache (£3.50), Westland Wessex HU-5 (£5.99) and the A-10 Thunderbolt II (£7.99). Each kit is injection moulded plastic and all are new toolings, the Wessex certainly looked very nice on initial inspection.



The entire Italeri range is imported into the UK by Richard Kohnstam (RIKO) Ltd.

Eduard



The next release in the new LTM range of injected kits will be the Pfalz D.III 'Werner Voss'. The kit will feature limited nickel plated etched brass parts and should retail for the reduced price of £9.95.

Marivox

You will see by the Preview, that this firm have released a 1/72nd scale kit of the SAAB-17. The kit is injected plastic and is as good, if not better than any big name injected kits I have seen. The level of detail and the lovely recessed panel lines make for a superb product. The finishing touch on this kit is the decal sheet, with no fewer than 15 options and kit options of target tug, wheeled or float versions.

Other good news from this firm is that they will reissue their FFVS J.22 at just £4.95 and the SAAB-105 with no fewer than 9 decal options at just £9.50.

Sky Models

This Italian kit manufacturer has recently released a 1/48th scale kit of the SIAI Marchetti SF-260. This resin kit features decals for Belgian, Italian and Aeroclub D'Italia machines.



So far I only know of one source for the kit in the UK and the price is listed at £25.00.

MPM

The next releases from this firm in 1/72nd scale will be the Tubolev SB-2 with M-103 in-line engines (£9.95) and the Hansa Brandenburg W.29 (£8.75).

Each kit will be limited run injection moulded plastic with etched brass detail parts, vac-formed canopies and the usual high quality decals by Propagteam.

PM Models

We have been advised that the new importer for this Turkish model kit manufacturer is Pocketbond Ltd.

The company has just issued a kit of the two-seat version of the Go 229 in 1/72nd scale at just £5.75. For details of this and all other items in the PM range contact Pocketbond on 01707 391509, or fax them on 01707 327466.

Tamiya



The UK price for the new Aichi Seiran in 1/48th scale has been confirmed at just £15.99..... put me down for a lorry load!

Top Gun

This firm produces resin kits in both 1/72nd and 1/48th scales. Due for release in 1997 from them will be the Beech 200 Super King, Gates Learjet 35A, Hawker Osprey, He 114B-1, Bell 206L-1, Hawker Hart, Grumman Goose, Fairchild Metro III, Casa 2312, Saab 340B, Sabreliner 60, Miles Martinet TT Mk 1, Ts-8 Bies, Mil-14Pl, Mil-14PS, PZL 104 Wilga, PZL I 22 Iryda, PZL 130 Orlik, OrlikTa and Orlik TB/TC, PZL Kania, An-28, RWD-13 and Saab Gripen all to 1/72nd scale.

Conversion sets in this scale include those for the Saab Draken Sk.35/35C/35TF and 35T based on the Hasegawa kit and the Saab JA37 Jaktviggen.

In 1/48th scale they are producing kits of the PZL W-3RM/W-3W, PZL TS 11 Iskra, PZL I 22 Iryda, PZL P 130TC and TB Orlik, PZL 104 Wilga, PZL Kania, Mil-2, Bell 206L-1, PWS 26/16bis, PZL P.7, PZL P.11a, TS-8 Bies, PZL P23/42 Karas and PZL P-46 Sum.

On top of all this they also produce a comprehensive collection of resin ejection seats in both 1/72nd and 1/48th scales and a series of resin display bases in 1/72nd.

As there is no UK source for the range as yet, all enquiries should be direct to the company (including worldwide enquiries) at:

Salon Modelarski TOP GUN, 81-385, Gdynia, Krasickiego 12/7.

Azur Models



We mentioned the first release due from this firm last month, namely the Latecore 298. Well this kit has arrived in the UK and it retails for £10.00. Initial inspection shows that this limited run injection moulded kit is well up to current standards.



Due next will be the He 60 (£12.00), Breda Ba.65 (£8.00) and Loire 130 (£10.00). Each will be in the same format and to 1/72nd scale.

Merlin Models

Next in this manufacturer's range of limited run injection moulded kits will be the Yokosuka Type 90-3 three seat floatplane in 1/72nd scale. The kit should feature metal detail parts and decals and will retail for £13.95.

Airmodel

This German firm have been producing kits for years and recently they have released a selection of vac-formed kits

which come with resin detail parts and decals. The next kit due in this series will be the Fiat Cr.25 and should retail for £14.95. This certainly sounds better than the RCR resin version which tipped the scales at very nearly £100.00!

Hi-Tech

The next release in this manufacturer's new range of limited run injection moulded kits with resin, metal and etched detail parts will be the Breguet 14 in 1/48th scale.



I don't have a confirmed price as yet, but the kit should be here by mid-August.

Next update sets in the more usual resin range will be for the Eduard 1/48th scale Tempest V. The set will feature a new canopy, resin cockpit interior, separate control surfaces, flaps and weighted main wheels and should retail for £10.00.

Next in the 'One O Nine' range from this source will be a Reichenberg IV conversion for the Tamiya V-1 kit in 1/48th scale. This resin set should retail for £9.00

Dako Plast

Another new name, this firm are due to release a number of new injection moulded kits. The first two will be the LaGG-3 Type 66 and the Yak-9D/B/R, each to 1/72nd scale. Each of these kits retails for £5.95.

HitKit

The next kit from this source should be the Potez 27 in 1/72nd scale. This limited run kit will feature etched detail parts and the usual wealth of decal options but we do not have a confirmed UK price as yet.

Hasegawa

New kits due from this source in the early part of August were the 1/72nd scale Dewoitine D.520 in either French or Vichy AF markings at £8.95 each, the Skyraider in VNAF markings at £14.00, the Hurricane Mk II in Yugoslav markings at £9.99, the all new tooling of the G4M2A Betty Type 24 at £22.00 and the F/A-18D 'World Hornet' at £8.00.

In 1/48th scale there will be the B7A2 Grace at £19.75, the new Bf 109G-6 at £15.00, the F-16A Plus in Norwegian AF markings at £10.75, the F6F-5 Hellcat now in FAA markings at £17.50 and the Thunderbolt in RAF markings at £19.00.

The range of kits with pre-painted canopies are also listed for UK release at this time and they are all to 1/72nd scale. The series includes the Ki-61, F4U-1D Corsair, Harrier GR.3, F-15C, F-16C, UH-60A, Fw 190A-8, P-51D, Spitfire Mk VIII, J7W1 Shinden, N1K1-J Shinden Kai, UH-1H, OA-4M, F-4EJ, AH-64A, F/A-18A, Bf 109G-6, Zero type 52, SBD-3 Dauntless and F-14A Tomcat. The prices for this series range from £5.00 to £6.50 and when

you consider that includes the Tomcat and Dauntless, that can't be bad!

Reissues from this source include the Tracker (£10.00), Spitfire Mk IX (£8.50), N1K1 Kyofu (£10.00), Polikarpov I-16 Type 18 (£7.00), Raiden (£5.00), P-47D (£5.00), OV-10A (£5.00), BAC Lightning (£6.00), Neptune (£19.00), J7W1 Shinden 'Tokoyo Defence' (£8.50), TBM-3 Avenger (£10.00), P-47D Razorback (£5.00), P-40N (£5.00), B5N2 Kate (£5.00) and F9F-8 Cougar (£6.00) all in 1/72nd scale. There are no reissues in 1/48th scale but in 1/32nd scale there will be the Bf 109E, Oscar, P-51D, Spitfire Mk Vb, Zero and Fw 190, all of which will be released at the reduced price of just £15.00.

In 1/220th scale the ANA Boeing 777 (£16.99) and the Japanese Trans Ocean Boeing 737 (£7.50) will also be reissued. Just to finish the set the 'Museum Series' will reissue the Sopwith F.1 Camel, a snip at just £390.00!

The entire Hasegawa range is imported into the UK by Amerang Ltd.

Matchbox

Noted on release at the beginning of August from this source was the B-25H/J Mitchell and the SAAB SK-37 Viggen, both to 1/72nd scale.



Due in October from this source will be the F-86A-5 Sabre (£2.75), Domier Do-28 Skyservant (£4.50), the BAC Lightning F Mk 2A/6 (£4.50) and the A-20G Havoc/Boston (£4.50).



Apparently the Mil-24 Hind due from this source has been delayed. I have no idea of the new release date though.

The entire range belongs to Revell and is therefore distributed by Binney & Smith (Europe) Ltd.

Hobbycraft

The next kits due from this source will be the newly tooled kits of the DHC Caribou. This injected kit will be to 1/72nd scale and will be released in USAF or CAF/UN markings. Each kit will retail for £27.95.

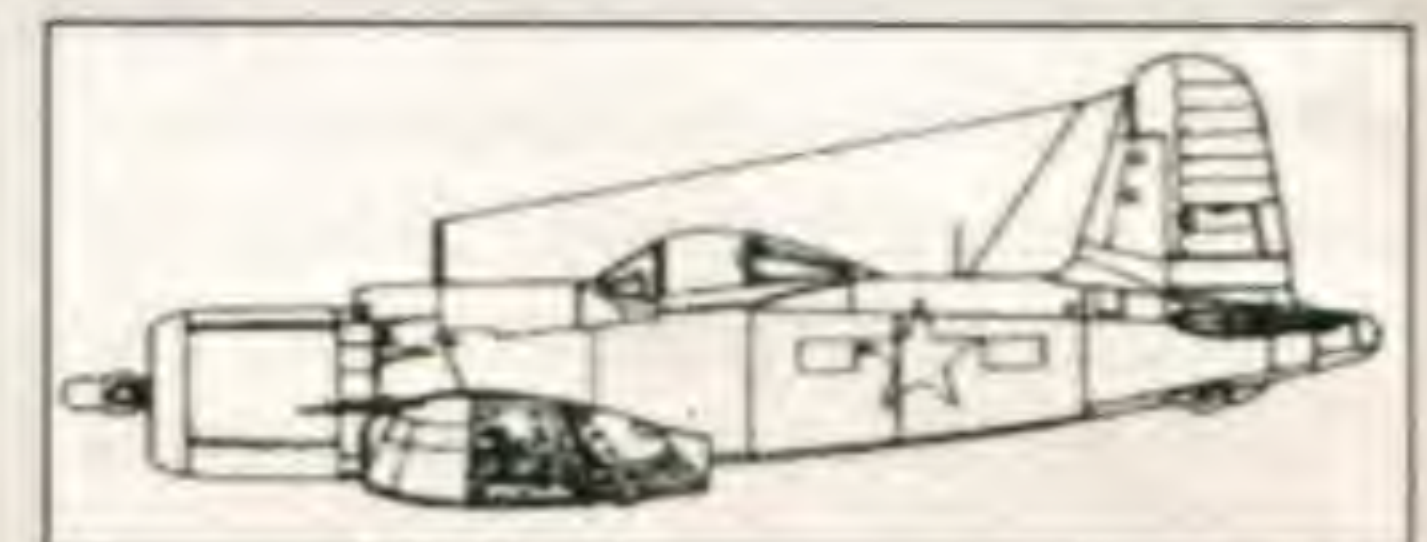
The UK importer for the range is Pocketbond Ltd.

KP

Received in the shops at the beginning of August was the Siebel Si 204 in 1/72nd scale. This kit is now offered in the solid nose version and retails for £4.99.

Aviation Usk

New from this source will be the Fokker T-V in 1/72nd scale. This kit will feature vac-formed main components with injected detail parts and should retail for £37.50 in the UK.



Due in their limited run injection moulded plastic range will be the Goodyear F2G-1 Corsair in 1/72nd scale. This kit should retail for £17.95 in the UK. Also due is the E15K1 'Norm' in the same scale and format at £13.99.

Starr Miniatures

A new firm starting up in the UK, this company will be producing 1/144th scale kits in resin. The first release will be the Falcon 50 and that will be followed by the Grumman E-2C Hawkeye and the Westland/Sikorsky Sea King.

More details on this range soon.

JMGT

The most recent kit from this source is a 1/48th scale Bloch 155 in resin (See Previews).

The next kit from this source will be the Dassault Ouragan in 1/48th scale. The kit will be resin, with metal and etched details and knowing JMGT some excellent decals.

Combat Models

This American big-scale vac-form kit manufacturer has announced a number of new kits for 1997. In 1/32nd scale there will be kits of the F8F Bearcat, Focke Wulf Ta 152H and the Grumman F7F Tigercat. Each retails for \$38.95 plus shipping.

In 1/48th scale there will be a kit of the Martin P4M Mariner at \$41.95 plus shipping.

In 1/72nd scale there will be a kit of the Martin PBM Mercator and that will retail for \$39.95 plus shipping.



The biggest item however is a kit of the Messerschmitt Me 262A-1a and this will be to 1/24th scale and retail for \$51.95.

For more details of the Combat range contact them at:

400 3rd Street, W.Easton, PA 18042, USA.

Messerschmitt Bf 109G-6



Technical Data

Manufacturer: Italeri
Scale: 1/72nd **Price:** £3.15
Type: Injection Moulded Plastic
Parts: Plastic 52, Clear 3
Decal Options: 4
UK Distributor: Richard Kohnstam (RIKO) Ltd., 13-15a High Street, Hemel Hempstead, Herts. HP1 3AD
Tel: 01442 61721 **Fax:** 01442 240647

The Kit

This latest offering from the best 'value for money' (in my humble opinion) model manufacturer comes on two light grey sprues with recessed panel lines and one sprue for the clear parts. The engraving is just right for this scale.

Instructions

These follow the usual diagrammatical form that we all recognise from Italeri. The colours are called out in Model Master and Gunze Sanyo colours, although RLM codes are included where applicable.

Construction

Starting with the cockpit, this features good raised detail which is ideal for dry brushing. Everything fits where it should

and looks good once assembled.

Progression through the next seven stages follows the usual format of fuselage, wings and undercarriage. Fit is generally good, apart from the two part engine cowl which needs a little careful positioning. You will also need a little filler on the wing to fuselage joint.

On the down side the undercarriage struts are very stalky, even for this small scale, and the main wheels have grossly oversized 'bolts' on the outside faces. One point mentioned for all the Italeri Bf 109 kits so far released is that the undercarriage legs have the joint in the wing. This is incorrect as a Bf 109 can have the wings removed and still stand on the undercarriage, as each leg is connected to the fuselage. To be fair this is not dramatically noticeable, although the kit's undercarriage does look very 'splayed' when viewed from the front. Move the undercarriage legs inboard 2mm and reduce the length of each oleo for a better 'sit' if you want.

Accuracy

The dimensions measured out OK, but the panel lines on the rear fuselage are way too far back. The radio access panel on the port side is the most notable feature that will need to be moved forward by approximately 5-6mm. Apart from this it looks like a Bf 109G-6.

Check out SAMI Vol 3 Iss 1 for scale plans of this very aircraft. These plans

were used to check out the outline of the kit. If you don't have a copy, Why not?!

Colour Options

With four aircraft to choose from, you won't get bored. The options offered are as follows; a G-6 of 7/JG27 based in Greece in 1944, a G-6 from Jagdfliegerschule based at Pilsa in 1945, a G6 of the Finnish AF in 1948 and finally, and the subject for this review, a G-6 from the Swiss AF in 1944. I used the new excellent 'Super Enamels' from Humbrol for all the painting and matched them using the information supplied in the Humbrol 'Colour System' binder. Although the results were good, I felt that the ratios were a little finicky.

Decals

As already mentioned four aircraft can be made up, but there is only enough stencilling for one aircraft (How many kits did you have in your box? - Ed). The decals

are well printed and reacted well to Micro Set and Sol. I did make a mistake on my model when it came to the fuselage crosses, I painted the red band too narrow. The best way to avoid this is to measure the red cross decals (3D) and paint a band which is about 2mm wider than it, one either side.

Decal Rating = 9/10

Conclusion

With only a few fit problems and a little panel rescribing a lovely Bf 109G-6 can be produced. It is easy enough for the beginner and would provide a good base for the super-detailer to get to work on.

Recommendation

I have no doubt in recommending this model to all. Italeri do seem to have the knack of producing good cheap kits. Well done!!

My thanks to Richard Kohnstam Ltd. for the review sample.

Mark Turner



Lublin R-VIII ter



Technical Data

Manufacturer: Broplan
Scale: 1/72nd **Price:** £11.00
Type: Vac-form & Injection Moulded Plastic
Parts: Plastic (Vac) 23, Plastic (Inj) 30
Decal Options: 2
Manufacturer: Broplan ul. Pilotow 10G/33, 80/460, Gdansk, Poland
UK Importer: Swan Model Engineering Ltd, Chester House, The Dingle, Colwyn Bay, Clywd. LL29 8HF
Tel/Fax: 01492 532101

The Kit

The kit is presented in the same manner as the PWS 26 reviewed elsewhere. It comprises two sheets of well moulded vac-form parts and two bright green/clear injection moulded plastic sprues.

A set of exploded drawings with detail diagrams is provided, as are decals.

Construction

As always with vac-formed kits, the first

task is to cut out and sand down all of the vac-form parts. The internal fuselage cockpit frame was primarily made up of vac-formed sheet. All the smaller detail parts are injection moulded plastic and are very brittle, so beware.

The fuselage halves, wings and tail planes all fitted together perfectly and the construction of the airframe went along very quickly indeed. Once again, a spar was fitted into the lower wings through the fuselage to add some strength.

Unfortunately the injected parts are, like the PWS 26, very fragile and great care is needed in handling them. Most of them broke at least twice and made me even more irritable than usual! Rigging up the main wings was a challenge, but that was nothing in comparison with the floats. I had a good few attempts at getting it all set up and failed. In the end I got the superglue out, made a basic jig to hold the aircraft up, stuck it all together and hoped. Overall the effect was quite good, but I feel the struts were too long resulting in the model 'teetering' on its floats.

Colour Options

There are two simple colour schemes provided for the kit, both of which are grey overall. I opted to make up aircraft number 802 and applied Tamiya XF14 (IJA Grey)

overall, with darker grey on the lower side of each float.

Decals

I am afraid to say that once again the decals in this kit were not great, but they were better than those in the PWS 26, as they did not shatter into thousands of shards once they were immersed in water. As I said with the PWS 26, a coat of varnish applied before they are used may ensure they do not fall apart once handled. In the end I found that some of the smaller markings disintegrated and I had to touch in some of the detail by hand.

Decal Rating = 4/10

Conclusions

The level of detail and quality of tooling in

this kit leaves no room for complaint. It is certainly better than the PWS 26, but once again the materials used, specifically the injected parts, let it down. This results in the need for much additional work and again I advise that you replace the wing struts with brass 'Strutz' material.

Recommendation

Certainly a model which you have to work on. It's only for the experienced modeller and if you are expecting state of the art vac-forming then be prepared for some involved modelling with this kit.

My thanks to Broplan for the review sample.

Mitch Thompson



Bristol Beaufighter Mk 1c'RAAF

ROYAL AUSTRALIAN AIR FORCE
BRISTOL BEAUFIGHTER Mk 1c



1/72 scale injection moulded model
Decals for three Australian Beaufighters



Technical Data

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £22.40
Type: Limited Run Injection Moulded Plastic, White Metal and Vac Formed Clear
Parts: Plastic 52, Metal 6, Clear 4
Decal Options: 3
Source: High Planes Models, 127 Wheeler Street, Corryong, VIC 3707, Australia.
Fax: (060) 76 184

The Kit

This kit is in the usual limited run vein. It features very finely detailed wings and fuselage externally, detailed white metal undercarriage and spectacle type control column. The wings have slim aerofoil surfaces and the vac-formed parts offer a crystal clear cockpit canopy, D/F blister and observer's hood. Two simplified engine fronts are included along with alternative cowling mounted air intakes, two sets of detailed undercarriage doors (undercarriage up or down) and optional injected instrument panels, side consoles and pilot's seat. Spinners are provided to cover the hubs of the D.H. Hydromatic airscrews if required.

Instructions

A single A4 sheet of over-simplified

assembly instructions is included, on the reverse of which is an aircraft plan with three pairs of side elevations indicating decal placement and camouflage schemes and colours.

Construction

Any limited run kit, one accepts, will require much careful cleaning up of parts and mating surfaces, but I found an unacceptable degree of truing, adjustment and filler use was necessary to overcome unsatisfactory joints in this kit. Specifically the engine fronts/cowling assemblies, lower nacelle halves to wing and wings to fuselage joints. Additionally smaller items such as the cowling air intakes, instrument panels and side consoles lack precise definition.

The inclusion of metal undercarriage for a kit of this weight (once built) is a good idea and all of the metal parts in this kit were of a high quality, with excellent detail. This coupled with the trouble I encountered with the construction of the main injected parts, did little to make me feel better though! The kit does however have clear, sharp and thin vac-formed canopies included. Well, I had to think of some good points!

Accuracy

The kit dimensions, as 'real' sizes, give a wingspan of 57 ft and a length of 39 ft, 11 inches. "The British Fighter" by Francis K. Mason cites wingspan 57ft, 10 inches and a length of 41 ft 4 inches. This makes the kit undersized, but I think it is acceptably

close in this scale.

Colour Options

The three options offered in this kit are all essentially as RAF Fighter Command at the time of delivery. In service doubtless variations did occur and are hinted at. I elected to use Humbrol Dark Earth and Dark Green on the upper surfaces, with Sky underneath. The wheel wells and undercarriage, together with the cockpit interior were painted Humbrol 'Interior Green' (No 78). The propeller assembly was satin black with yellow tips and the wheel hubs were matt aluminium.

Decals

The decal sheet in this kit offers nicely printed RAAF roundels and tail stripes all in blue and white. Codes and serials for three aircraft are also included along with the penguin tail motif for one of the options. The decals are nicely matt and I

found setting solution settled them down very well. Minimal silvering was encountered and the only down point of the decals is that no stencilling is provided at all.

Decal Rating = 8/10

Conclusion/Recommendation

That heavy shouldered characteristic of the Beaufighter is captured very well by this kit. However when you consider the high initial cost of the kit and the amount of work required to 'get it all together' it really makes you wonder if it is worth it. Even after I had got it together I still found that crisp detail was missing in many places. Overall, I feel that the amount of work required to make the kit points to the need for further refinement in the mouldings.

This is therefore a kit I can only say is suitable for the more advanced modellers.

My thanks to High Planes Models for the review kit.

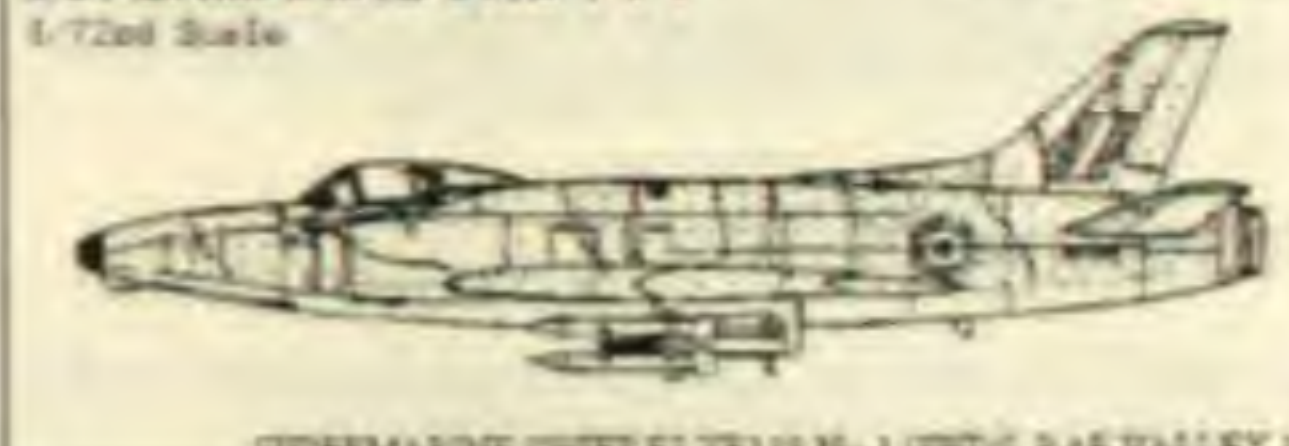
Sydney Parker



Supermarine Swift F.7

MAGNA MODELS
SUPERMARINE SWIFT F.7

KIT No 4572
CAST RESIN &
WHITE METAL KIT



1/72nd Scale

Technical Data

Manufacturer: Magna Models
Scale: 1/72nd **Price:** £19.95
Type: Resin and White Metal
Parts: Resin 12, Metal 18, Vac (Clear) 2
Decal Options: N/A
Source: Magna Model, 4 Brian Close, Sandford, Wareham, Dorset, BH20 7BJ.
Tel: 01929 553518

The Kit

The kit consists of resin parts for the main fuselage and wings with white metal parts for the details such as undercarriage and missiles. The panel lines are lightly recessed, although some rescribing was required. The white metal parts need to have the flash removed and my sample had a choice of resin or white metal wheels of which the resin items were much better detailed. The Fireflash missile fins are also resin and I found these impossible to use.

Instructions

The instructions consist of four sides of A4 which cover the aircraft history, basic resin modelling notes, roughly scale diagrams with colour schemes and construction notes. Only basic colour instructions are given with no BS/FS numbers. The instructions give enough information for construction and details of all the drilling and parts placement required.

Construction

The resin castings have very few bubbles but need cutting from their blocks and cleaning up. There is a moderate amount of cockpit detail moulded into the fuselage halves and this benefits from highlighting. With cleaning up completed I achieved a good fit on the main parts and main undercarriage. The main undercarriage doors are a different shape to the cutouts in the wings which would not be too obvious with the gear down. Two vac-formed canopies are provided and these are thin and clear, just be careful when you cut them out. As I have already indicated, if using the Fireflash missiles it would be better to scratch build the fins as the resin ones included in the kit are, in my

experience, unusable.

Accuracy

The finished model measured out with a 143 mm wingspan and is 182 mm long. This scales out at 33' 9" by 43' 6" against 32' 4" by 42' 3" given in Putnam's book "Royal Air Force Aircraft". The overall look was reasonable, despite the length and the canopy which appears to be too highly curved.

Colour Options

The instructions provide details of two different aircraft; XF119 from the Guided Weapons Squadron at RAF Valley in 1957 and XF114 used for runway tests in 1962. The first is a standard camouflage scheme and the second, which I chose, is in gloss black overall and had the main

undercarriage doors removed.

Decals

No decals are supplied in this kit, so I will make no further comments!

Conclusion/Recommendation

Time and patience can make a reasonable model of this lesser used Swift variant. The surface detail is fine and the kit is not difficult to build, although it is let down by those mis-matched undercarriage doors and the odd looking canopy.

Overall I found this an enjoyable kit to build and therefore am happy to recommend it to all experienced modellers.

My thanks to Magna Models for the review sample.

Paul G. Gilson



Bell Huey UH-1D 'UN'



Technical Data

Manufacturer: Revell
Scale: 1/32nd **Price:** £8.95
Type: Injection Moulded Plastic
Parts: Plastic 78, Clear 14
Decal Options: 2
Distributor: Revell® Binney & Smith (Europe) Ltd, Ampthill Road, Bedford, MK42 9RS
Tel: 01234 360201 **Fax:** 01234 342110

The Kit

I remember seeing this kit for the first time about thirty years ago, then there were two versions dressed up as Vietnam machines as seen on the TV news at the time! In this, the most recent release, it is moulded in white plastic in keeping with its UN role and the machine guns and rocket pods are not included. Despite its age and the countless times it has been re-issued in different guises, it has survived very well with no warping of parts and good, crisp moulded surface detail. There is some flash to be trimmed, but that has always been a feature of this kit!

Construction

Construction is divided into 19 stages

although the number of parts is quite small for a model of this size. Most of the major parts are strongly attached to the sprue and need to be cut off with a razor saw and almost all the parts need to be cleaned of flash before they can be used. Building the interior takes up the first six stages with options for either fitting the troops seats or leaving the cabin empty for the 'cargo' fit.

The cockpit area is good with engraved instruments, raised detail and two pilot figures. The door hinges are oversized so the cockpit doors will open and shut if you wish, or you can fix them in one position and remove the hinges.

The instructions seem to completely overlook the joining of the cabin ceiling and floor to the rear bulkhead and, although it is important to get the bulkhead the right way up, there is no indication of which way this is! The joins top and bottom are not very good and some filing is needed to get a flush fit. The ceiling and bulkhead are moulded with the 'quilted' surface detail of the crash-padding and the floor is textured as well. The join of the bulkhead to the inside of the fuselage

halves isn't flush either, but this will be mostly hidden when the sliding cabin doors are fitted.

Before the fuselage halves are brought together the engine and gearbox have to be assembled and installed. These parts have quite good surface detail, but there is room for improvement. The fuselage join is generally very good and with care any mis-match can be confined to the underside and then easily rubbed down. The rest of the construction was relatively trouble free, the only other difficulty being the windscreen. The two sections don't match the holes exactly and you either have to trim down the screens or fill in the resulting gap with Kristal-Klear. The port side is the worse of the two.

Accuracy

The rotor diameter and fuselage length are correct, but the height is almost a 1/2 inch short. Despite this the model captures the look of the real aircraft very well.

Colour Options

The kit provides markings for two machines, but both share the same overall colour scheme. They represent machines of the German Army in United Nations service and are all-over white. Because of the large area to be covered and to avoid the inevitable 'yellowing' with age, I masked the windows and

sprayed the whole model with Halfords white primer and then 'Peugeot Bianca White'!

Decals

The decal sheet contains 41 individual subjects, most of which are stencils, titles etc., common to both the aircraft included. Both options depict aircraft which served in Somalia and the only variations are the ID codes and one aircraft had an inscription painted on the cockpit doors.

The decals themselves have good depth of colour and a semi-gloss finish. They adhered well to the polished paint surface and the thin carrier film becomes invisible against the white background, even where it has to fit over the rivet detail on the tailboom.

Decal Rating = 8/10

Conclusion

The surface detail and general parts fit has stood the test of time well. The little extra effort of cleaning up the parts before use can be justified by the end result.

Recommendation

Easily recommended to modellers of all levels of skill and experience, straight from the box, but with plenty of scope for super-detailing.

My thanks to Revell® for the review sample.

Fred Tooke



Koolhoven FK51



Technical Data

Manufacturer: Deckno
Scale: 1/72nd **Price:** £TBA
Type: Resin and White Metal
Parts: Resin 17, Metal 8
Decal Options: 6
Source: Dekno Rda Gral. Mitre, 215-217 3er Zona, 08023, Barcelona, Spain.
UK Source: Hannants

The Kit

The major parts are cast in a peach coloured resin with all detail as engraved

lines even where raised ones might seem more appropriate. Some detail was a little ragged and there were a few air bubbles that needed filling. The metal parts seemed, on initial inspection, to be a little poor, but once cleaned up they looked alright. The kit includes optional parts to allow you to make up the FK51 as either a single seater, a trainer or a ground attack machine.

Instructions

These are supplied on two A4 sheets. One contains a brief history in English on one side with adequate and clearly drawn exploded assembly drawings on the other. The other sheet gives details of the six colour schemes. These are for a combination of Spanish and Dutch operated machines, unfortunately all the text on this sheet is in Spanish.

Construction

The parts are all pre-trimmed so require only minimal preparatory treatment. On the initial dry-run I soon found that they did not fit together particularly well. All of the major joints required a measure of filler and you have to be careful how you sand the parts down as the resin is a little brittle. In contrast I found that I had to be very careful with the metal parts, as they were quite soft!

Detail in the cockpit is adequate and you have to decide early on which option you require as the upper decking is different for two of the options. Rigging up the undercarriage and wings was a little tedious, due to the soft nature of the metal parts already mentioned. Care and patience is the only cure for this area. The kit came together very fast after the initial work and other than mediocre fit, no other major difficulties were experienced.

Accuracy

A little problem here as I do not have any references for this aircraft and no specifications are included on the instruction sheet. That said, I will go with a constructive attitude and say that the model does capture the look and 'sit' of the real aircraft, going by the limited number of photographs I have. You know what they say, if it looks right....., so the kit is probably reasonably accurate.

Colour Options

There are six options offered in this kit. Four of them are either Dark Olive Green upper surfaces and Light Blue lower or Medium Olive Green upper surface and Aluminium underneath. My preference was for the latter scheme. The other two options are in Aluminium or Light Grey overall.

I opted for the Light Grey version and therefore applied Humbrol 64 overall in two coats. This was sprayed on and left

with 24 hours between each coat. The cockpit interior had already been painted in a dark grey with details picked out in black, silver and white. The pilot's seat and propeller were painted a dark brown and the propeller was streaked with a lighter shade to represent the grain effect. The main wheels were painted a very dark grey and the engine was aluminium.

Decals

These had a silk finish and were sharply printed with dense colour. They were however slightly out of register on the sheet in my example. They are very thin with little surplus carrier film and I should have followed my usual practice in such cases and painted them with gloss varnish. Not having protected each image in this way meant that once removed from the backing paper they disintegrated and I only managed to save markings for upper wing and one



fuselage side and even then only with great difficulty, much repair and

touching up! You have been warned
Decal Rating = 0/10

Conclusion/Recommendation

Not a bad kit but I would have liked more time to rework some of the details and refine certain areas. The fit of the parts did leave something to be desired and really should be better for a kit in this price bracket. The decals were awful and really should be improved because as they stand they may as well not be included in the box, at least then the modeller will know he has to look for appropriate markings instead of being lulled into a false sense of security!

That said the final result is a handsome model which is unlikely to appear elsewhere. This means that for many the kit is probably worth the extra effort required. Not one for the novice but recommended for the appropriately interested, more experienced modeller.

My thanks to Dekno for the review sample.

Clive Jacobs

Focke Wulf Ta 152H-0



Technical Data

Manufacturer: Aoshima
Scale: 1/72nd **UK Price:** £13.99
Type: Injection Moulded Plastic
Parts: Plastic 38, Clear 3
Decal Options: 1
Supplier: Aoshima Bunka Kyozei Co. Ltd.
12-3 Ryutsu-Centre, Shizuoka City, Japan 420
UK Importer: Amerang Ltd
Tel: 01903 765496

The Kit

This kit is one of the recent new toolings from this Japanese firm and it is every bit a 90's kit, nothing like the older kits offered under this brand name. The model itself comprises two dark grey sprues with beautifully recessed panel lines of a quality we all seem to expect from Japanese companies. There is a relatively small number of parts, just 38, but they are beautifully injected. The remainder of the package includes the instructions, decal sheet and of course the clear parts.

Instructions

You will have no trouble with these if you can read Japanese, but to be fair, the eight stage pictorial schedule will see you alright. RLM colours are specified for the camouflage, and for the rest of the painting they recommend Mr Color paints. "Mr" was the only "English" word I could see, so I assume this had to be Mr Color.

Construction

This all starts with the cockpit which consists of the tub, seat, stick, and the correct 'stepped' instrument panel for which decals are supplied. As far as the

painting goes I used Tamiya XF-63 for the interior and once dry I applied lighter and darker shades of the grey using Humbrol enamels to give a more 3D effect. I fashioned shoulder and lap harnesses from the aluminium tops off yogurt pots. Whilst all this was drying you can glue the fuselage halves together as the tub fits in from underneath.

You get the choice of open or closed engine gills and canopy. The only real criticism is the drop tank, or to be more accurate the rack to which it should be attached. The photos which I have show an ETC 501 unfaired rack which is not supplied in this kit. All you do get on the kit are moulded on sway braces on the full span lower wing moulding.

Accuracy

This kit features the correct broader tail, due to a spacer being inserted just ahead of the rudder, and an enlarged air intake on the starboard engine cowlings. One thing my references don't show are 'humps' that are moulded just above the main wheel wells, this would indicate enlarged main wheels being used on the real thing, but I will give Aoshima the benefit of the doubt on this one. (If the 'bumps' are near the wing root, they will be the covers for the inboard cannons, if not they do not appear on any reference material I have on the Ta 152 either - Ed)

According to "Jane's Aircraft of WWII", the wingspan should be 14.8 m and the model measures out at 14.47 m, a little short, but this does not detract from the overall look of the completed model. I could not find what length it should be, but once again I give Aoshima the benefit of the doubt.

Colour Options

The instructions indicate RLM 76 for the undersides and RLM 83 and RLM 75 for the upper surfaces. I used AeroMaster

enamels sprayed on and Tamiya masking tape for the demarcation lines. The spinner was painted with Humbrol 174 to match the Red 8 from the decal sheet.

Decals

Lovely; they're well printed, have excellent colour definition and register. Now for the down side. Only about twelve Ta 152Hs were produced and the decal



sheet supplies all of these, but the confusing part is what works number marries with which fuselage number (I chose Red 8), but I have no idea if this is correct. To add to the confusion you also get yellow and green (0-9), so there are plenty of permutations. Your references have to be spot on for this one, but mine aren't I'm afraid, so it was a lucky dip. I

used Aero Set and Sol solutions to nestle the decals down on Halfords Clear Lacquer as a gloss coat.

Decal Rating = 9/10

Conclusion/Recommendation

You should buy one at least, Luftwaffe fan or not. Everything fits where it should and if you follow the instructions (the pictures anyway) and the basic rule of modelling

PWS.26



The Kit

Just like C Jacobs He 5/T Hansa and Potez XXV (see Vol 2 Iss 10 Pages 603 & 605/6)

Technical Data

Manufacturer: Broplan
Scale: 1/48th **Price:** £11.00
Type: Vac-formed & Injection Moulded Plastic
Parts: Plastic (Vac) 26, Plastic (Inj) 33
Decal Options: 2
Manufacturer: Broplan ul. Pilotow 10G/33,
80/460, Gdansk, Poland
Distributor: Swan Model Engineering Ltd
Tel/Fax: 01492 532101

the kit contains two sheets of not badly moulded vac-form parts and two simply horrible bright green/clear injection moulded plastic sprues. Also as Clive Jacobs found, the green parts were soft and

the clear areas were hard and brittle. The thought of cutting them from the sprue was enough to break the parts.

A set of exploded drawings with detail diagrams is provided as are decals.

Construction

The first job after the long task of cutting out and sanding down all of the vac-form parts was to put together an internal fuselage cockpit frame which was primarily made up of vac-formed sheet. The idea being to cut out all the negative areas in between the fuselage tubing. My advice is that you use these parts as a template and construct the internal frames out of plastic rod. The same goes for the rudder bar and joystick arrangement as they just snapped and broke up. The only parts I used in the cockpit were the vac-form seats, instrument panel and bulkheads.

Mind you, the fuselage halves, wings and tailplanes all fitted together absolutely perfectly and the construction of the airframe raced forward from this point. It was necessary to introduce a spar into the lower wings through the fuselage to add some strength, but all you vac-form

veterans will have already thought of that.

There are some rather curious details at the front end of the model; incorporated into the fuselage is a rather nice set of engine bearers onto which a quite well detailed vacformed engine sits, almost all of which are covered up by engine cowlings. Oh, well I suppose it gives you a head start should you wish to model the aircraft minus its cowlings.

The annular cowling is in three parts and care must be taken to get a good fit. These parts were very, very thin and in hindsight the cylinder blisters could have been made stronger by filling them with Milliput. The undercarriage legs were a problem as they were not very well moulded, covered in flash and needed a considerable amount of 'cutting and shutting' to get a good fit and sit. It was also at this point that I found one of the wheels was missing from the kit so I had to substitute a new pair.

Then the time had come for the bit that I was dreading, the green and clear plastic wing struts. They were very, very fragile and each one of them broke at least twice and made me a very irritable young man. I do not know how I got the top wing in place without

destroying the whole model, but I did.

Colour Options

There are two simple colour schemes provided for the kit - green or silver, and being the Halford's Nissan Silver fan that I am it was obviously going to be PWS. 26 Nr 81-20 Centrum Wyszukolenia Lotniczego, Deblin 1939, but then you knew that didn't you.

Decals

I am afraid to say that the decals in this kit shattered into thousands of shards once they were immersed in water. A coat of varnish, applied before they are used, may hold them together. My model only had decals on one side of the fuselage, as all the rest just fell apart!

Decal Rating = 2/10

Conclusions

As far as the detail and tooling of the kit goes there is little to complain about and as Clive Jacobs says it's just the materials used that let it down and therefore much work is needed to put any structural problems right. The best idea is probably to replace all the

wing struts with brass 'Strutz' material.

In the end I did not give this model the attention it needed but I am sure that a more capable modeller than I could make a really nice model from this kit. The decal problem can be overcome by simply painting the model RLM 76, RLM 70/71 and adding Balkankreuz and swastikas to make it into a captured variant used at the Flieger Schules.

Recommendation

This is one that you will have to think about. It certainly is only for the experienced modeller and, if like me, you have been riding on a wave of new vac-form euphoria then you will come down to earth with a bump with this one.

My thanks to Broplan for the review sample.

Mitch Thompson

Note: I am afraid to say that we do not have a picture of this completed model, as it was damaged before the photograph could be taken. Our apologies to Broplan and our readership - Ed

Shavrov Sh-2



Technical Data

Manufacturer: ModelKRAK
Scale: 1/72nd **Price:** TBA
Type: Resin and White Metal
Parts: Resin 9, Metal 17 & Clear Plastic Sheet
Decal Options: 2 (Finnish & Russian AF)
Source: Choroszy Model-Bud, 32-070 Kroków, Czernichów 371, Poland.
Tel: 47-09-94

The Kit

The kit comes in a yucky box, but the contents more than make up for it. The parts comprise beautifully detailed resin and metal pieces with the finest one-piece cast metal engines I have ever seen. I could not fault the detail which is engraved and raised as appropriate. All parts are accurately pre-trimmed.

Instructions

These come on a single A4 sheet with history, specifications and exploded view assembly drawings on one side and

slightly underscale drawings on the other. The assembly drawings are a little small but are otherwise adequate for the average modeller's needs. It was a pity that the scale drawings could not have been enlarged that small amount to make them true 1/72nd scale.

Construction

Absolutely no problems here at all. The cockpit has the usual simple detail which is more than adequate as it cannot be easily seen on completion. The main wing struts are slightly long and must be carefully test fitted and trimmed to size. Otherwise this model turned out to be almost as easy to make as a good injected kit.

Accuracy

The only specifications I have are those on the instructions, these give the span at 13m and the length at 8.2 m. This would equate to 180mm by 113mm in 1/72nd scale. The completed model is 179mm by 113 mm and I can guarantee it looks right as I flew in AV-186 in the early 1950s!

Colour Options

Two schemes, both with green upper and light blue undersides are included. One option is Russian with red stars only and the other Finnish with yellow

wing tips and fuselage stripes. No proper colour description is given so I brush painted mine Humbrol 114 Green, 65 Light Blue and 24 Yellow. I used the Finnish markings from the kit but have not yet located suitable numbers.

Decals

These are by Intech and are very fragile. The sheet in my sample only had the Finnish swastikas on it (Note: On the same day we received this review back from Clive, a new decal sheet arrived from ModelKRAK in the post. The new version features Russian stars, Finnish swastikas and a selection of red crosses on white discs. To make Clive happy the new sheet also includes the serial numbers for AV-187 - Ed). Being forewarned I painted the images on the sheet with gloss varnish and allowed it to dry, but not harden before soaking and

carefully applying them. I used both Micro-set and Sol to draw them down onto the model. The result was not bad, although sharply printed with dense colour the basic paint did show through slightly.

Decal Rating = 4/10

Conclusion/Recommendation

Beautiful, I really enjoyed building this very pretty aircraft and even indulged myself in a little nostalgia at the same time. The high quality, beautiful detail and excellent fit makes assembly a pretty simple exercise with the only flaw being the fragile transfers. Highly recommended, go out, buy one and enjoy it, even a novice should be able to manage it!

My thanks to ModelKRAK for the review sample.

Clive Jacobs



Thank You

Scale Aviation Modeller would like to extend our thanks to REVELL, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the editorial team.

Thank You

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

Thank You

Scale Aviation Modeller would like to extend our thanks to Humbrol Ltd for the generous supply of acrylic paints and brushes from their extensive range for use by the editorial team.

Re-issue Reviews

E.E. Canberra B(I).8



Technical Data

Manufacturer: Revell **Kit:** E.E. Canberra B(I).8
Origin: Frog (UK)
Scale: 1/72nd **Price:** £8.95
Type: Injection Moulded Plastic
Parts: Plastic 49, Clear 6
Decal Options: 2
Importer: Revell® Binney & Smith (Europe) Ltd
 Ampthill, Bedford, MK42 9RS
 Tel: 01234 360201 Fax: 01234 342110
History
Age of Tooling: 1973 **Revised:** No
Also issued by: Novosport (Russia), Novo,
 DFI (Russia)

Construction

The interior is very basic with a deformed pilot sitting on a bench seat. I added an Aeroclub ejector seat as my only concession to "upgrade thingies" (I really couldn't bring myself to build the kit seat). The fuselage fits together pretty well with only a small amount of filler required on the top join line. You then get the option to add a standard bomb-bay or the Intruder version with gun pack. Either option presents you with a poor fit (and I do mean POOR). You would not believe the amount of

Squadron White Putty that is plastered across the lower surfaces of this kit. The engine intakes and jet exhaust nozzles are other areas that will require copious amounts of putty stuff (my original notes simply state "ugh"). The wing to fuselage join was another designated "ugh" area. Again lots of putty stuff to hide the large step between wing root and fuselage. The undercarriage is just laughable - when was the last time you used your mums best butter knife heated over a gas ring to melt the end of the undercarriage lug to stop the wheels falling off (ah, 1970's retro - don't you just love it). However, in all fairness, Revell have done a good job in cleaning up the moulds and the clear parts are a considerable improvement over the earlier Frog and Novo kits.

Colour Options and Decals

The options are for XH208 'A' of No.3 Squadron Laarbruch in 1971 or WT363 of No.14 Squadron at Wildenrath in 1963. The former option uses the standard RAF Dark Green/Dark Grey over Light Grey and the latter has the same top scheme but with the black intruder undersurface. It was the WT363 scheme that I decided upon.

Decals

The decals are matt with quite a lot of carrier film. All were in register with good colour density. They were applied

with Micro Set and then fixed in place with Micro Sol. There was no adverse reaction to the setting solutions but some silvering was apparent, especially on the black underside. A large number of stencil marks are supplied yet the prominent fuel tank filler points are not detailed on the kit or provided as decals (although they are indicated on the colour scheme instructions). I used some from an old ModelDecal Canberra sheet. Once dry, the kit was sprayed with semi-gloss varnish.

Decal Assessment = 7/10

Accuracy

The kit is very accurate when compared to scale plans. Once assembled and trimmed etc the kit works out at approximately 65' 7" long against published figures of 65' 6". The wingspan is spot on. Not bad considering the age of the kit.

Recommendation

The new glossy box art hides an old kit with some limitations. "From the box" and younger modellers may well be disappointed with the poor fit and overall lack of detail. However with patience, and lots of filler, a decent result can be achieved. It's an accurate kit of the Canberra B(I).8 and it was fun to build (and no, I didn't heat the wheel lugs. I cut the end off and glued the wheels in place). One to be enjoyed but buy some more putty when you get the kit. I wonder if the size of the kit, rather than the quality or complexity, is reflected in the price. Additionally, the re-issue has led to a number of old Frog and Novo kits coming onto the second hand market, often at less than the list price of this kit.

My thanks to Revell® for the review sample.

Steve Benstead



Bristol Type 192 (Belvedere)



Technical Data

Kit: Bristol Type 192 (Belvedere)
Manufacturer: Airfix
Scale: 1/72nd **Price:** £5.49
Type: Injection Moulded Plastic
Parts: Plastic 42, Clear 5
Decal Options: 2
Distributor: Airfix Ltd, Marfleet, Hull,
 North Humberside, HU9 5NE
 Tel: 01482 701191 Fax: 01482 712908
History
Age of tooling: 1958 **Revised:** No
Also issued by: N/A

Overview

This is, of course, an old kit. The model itself depicts the Gazelle powered Type 192, which lead to the RAF HC.1. However, as the instructions mention, only three early production machines (XG453, XG454 & XG456) can be built from the kit.

The model features a mass of rivets, although they are relatively small and easy to remove. There is nothing inside the main cargo hold of the machine and the cockpit interior features a rear bulkhead, two seats and crew figures



dressed in civilian style pilots clothes.

There is some flash on the smaller parts and the complex rotor heads. The clear parts however, are nice and clear, it is only a shame therefore that Airfix pack them loose in the box with everything else.

Making up the kit will take no time at all, but adding detail and updating it could take as long as you want, there is certainly



a lot of scope. The decal options offered are for XG448, the second re-production Type 192 and XG454, one of the machines mentioned at the start. The first option is depicted as it was during development trials at A&AEE Boscombe Down in 1959 and the other is in the Belvedere Trial Unit markings at RAF Odiham in October 1960. Each machine is in an identical overall scheme of aluminum underneath and up the fuselage



sides and white on the upper decking and gearbox housings. It is a great shame that Airfix did not choose to depict the Type 192 demonstrator in its highly polished aluminium and dark red scheme.

The decals in the kit seem to be up to the usual standard, namely well printed but with matt carrier film which is opaque even once they are applied.

Overall I am sure that, with a price tag of just £5.49 in comparison to the 'collectors' price, this kit will sell. I



believe that an HC.1 update set is already on line for this kit, so if you fancy one in the collection get one quick. Also if you fancy a bit of nostalgia and building a really basic old style kit, then travel back in time with this one.

Nice to see this one out once again, it may be old and basic, but at least it is affordable, for the moment!

My thanks to Airfix for the review sample.

A slightly revised layout to this initial look at a re-issued kit. This is simply because so much was being dealt with in this initial look, that it left little more to be said once the kit had been built! This section will, from now on, only consist of a general overview of the kit.

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RH08 Aircraft Instruments, modern & vintage, waterslide decals £2.99
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RH024 Instrument Bezels Vintage, 159 pieces, use with RH08 £3.55
RH027 Multiple Bezels Modern & Vintage, use with RH08, RH021 & RH024 £3.55
RH030 Radar Screens & CRT Displays, Modern & vintage designs £3.55
RH033 Cockpit Switch Consoles, 110 panels modern & vintage £3.55
RH042 Aircraft Rudder Pedals, modern & vintage £3.80
RH045 Cockpit trim wheels & levers £4.05
RH048 Aircraft canopy details (vintage) £4.05
RH051 Aircraft Canopy details (modern) £4.05
RH063 Mirage 2000 C/N Detail set £8.95
RH070 Luftwaffe Accessories set £4.99
RH072 RAF/Fleet Air Arm Accessories set £4.99
RH074 USAF/USN Accessories set £4.99
RH078 F-100D/F Super Sabre Detail set £8.99
RH080 P-51B/C Mustang Detail set £4.99
RH081 P-51 D/K Mustang Detail set £5.95
RH083 Arado Ar 234B/N Detail set £5.95
RH084 Dornier Do 335 Detail set £5.95
RH085 Arado Ar 234C Detail set £4.99
RH089 Spitfire Mk.14 Detail set £5.95
RH109 Japanese Accessories set £4.99
RH127 Aircraft Placards £4.99
RH130 Aircraft data Placards £2.99
RH133 Cockpit Control Placards Modern Aircraft £2.99
RH136 Cockpit Control Placards Pre Jet Age £2.99

WARPAINT SERIES BOOK'S

Hawker Hunter £11.50
Bristol Beaufighter £6.95
HS Buccaneer £7.50
Junkers JU-87 Stuka £7.50
F-100 Super Sabre £7.50
Avro Shackleton £7.50
Junker Ju-88 £7.50

DYNAVECTOR 1/48th scale

Fairey Gannet AS.1 £27.00
Westland Wyvern £28.00
DH Sea Vixen FAW.2 £29.00

BUSES 222, U3, 727 pass the top of Horton Road. Only 2 minutes walk from West Drayton (BR) Station. Ten minutes drive from Heathrow Airport.

Previews



Junkers W.34 - FLOATPLANE 1/72
VSTŘIKOVANÝ PLASTOVÝ MODEL - LIMITOVANÁ SÉRIE
INJECTION MOULDED KIT - LIMITED EDITION

Technical Data
Kit: Junkers W.34 Floatplane **Manufacturer:** MPM
Scale: 1/72nd **Price:** £9.95
Type: Limited-Run Injection Moulded Plastic, Etched Brass & Vac-Formed Clear
Parts: Plastic 66, Etched 25, Vac 3 **Decal Options:** 3
Manufacturer: MPM Ltd, V Hodkovičích 2, 14700 Praha 4, Czech Republic
U.K Source: Hannants Tel: 01502 517444



MESSERSCHMITT Bf 109G-12
Two-seat trainer

Technical Data
Kit: Messerschmitt Bf 109G-12 **Manufacturer:** Falcon
Scale: 1/48th **Price:** TBA
Type: Limited-Run Injection Moulded Plastic, White Metal and Vac-formed Clear
Parts: Plastic, Metal, Clear
Manufacturer: Falcon Industries, PO Box 42-093, Homedale, Wellington, New Zealand
UK Sources: Hannants & Swan Model Engineering Ltd
 Tel/Fax: 01502 517444 Tel/Fax: 01492 532101



MAGNA MODELS KIT No 4472
BRISTOL BRIGAND B MK1
CAST RESIN & WHITE METAL KIT
CONTAINS OPTIONAL PARTS 1/72nd Scale

Technical Data
Kit: Bristol Brigand B Mk 1
Manufacturer: Magna Models
Scale: 1/72nd **Price:** £26.95
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 16, Metal 27, Vac(Clear) 6
Decal Options: N/A
Manufacturer: Magna Models, 4 Brian Close, Sandford, Wareham, Dorset. BH20 7BJ
 Tel: 01929 553518



TASMAN AIRSPEED OXFORD MK V 1/72

Technical Data
Kit: Airspeed Oxford Mk V **Manufacturer:** Tasman
Scale: 1/72nd **Price:** £11.75
Type: Limited-Run Injection Moulded Plastic, White Metal and Vac-formed Clear
Parts: Plastic 36, Metal 19, Clear 2
Decal Options: 10 (RAF, RCAF, USAAF, SAAF & RAAF)
Source: Swam Model Engineering Ltd, Chester House, The Dingle, Colwyn Bay, Clwyd. LL29 8HF
 Tel/Fax: 01492 532101



TASMAN AIRSPEED OXFORD MK.2 1/72
Post-WWII PL.2

Technical Data
Kit: Airspeed Oxford Mk II 'Post WWII PL.2' **Manufacturer:** Tasman
Scale: 1/72nd **Price:** £11.75
Type: Limited-Run Injection Moulded Plastic, White Metal and Vac-formed Clear
Parts: Plastic 26, Metal 14, Clear 3
Decal Options: 4 (RNAS, Belgium, Portuguese & Egyptian)
Source: Swam Model Engineering Ltd, Chester House, The Dingle, Colwyn Bay, Clwyd. LL29 8HF
 Tel/Fax: 01492 532101

LOCKHEED F-80 C SHOOTING STAR



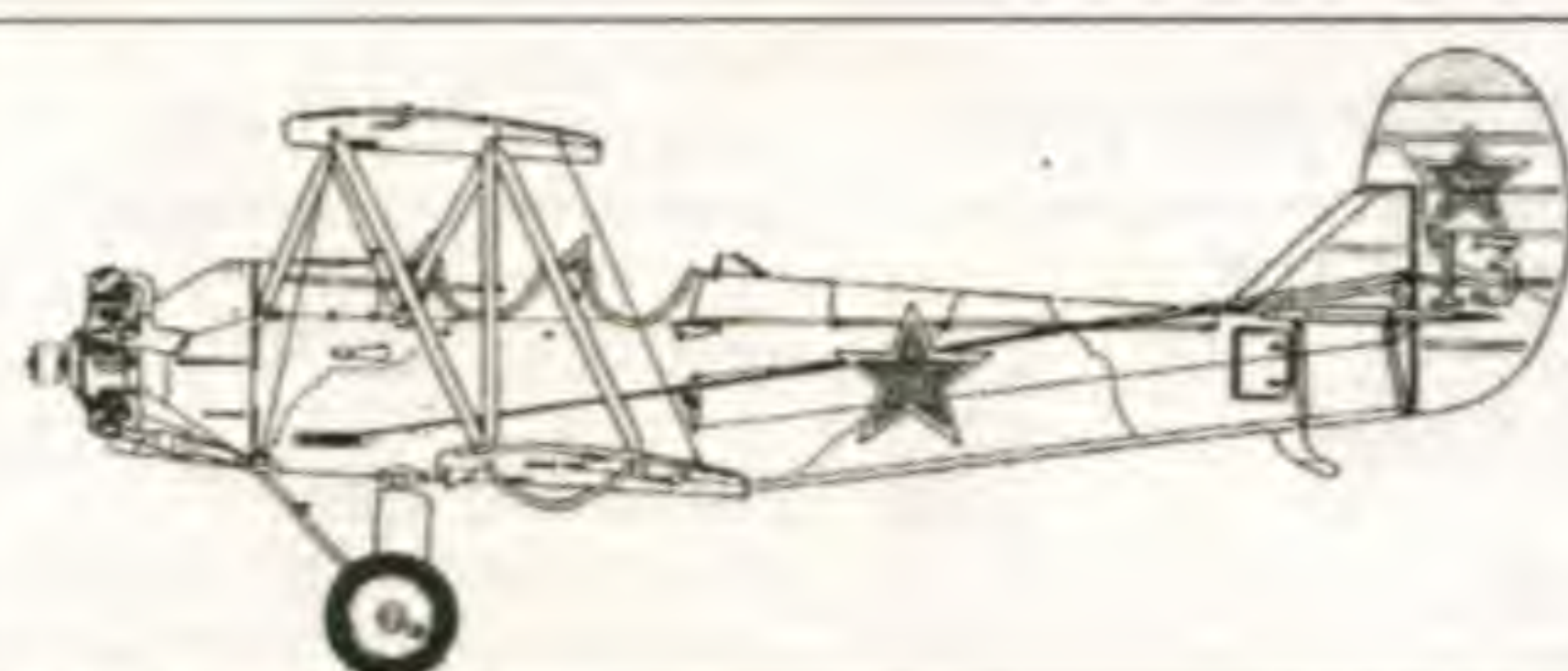
POLYURETAN KIT 1/72 kat.č. 7234

Technical Data
Kit: Lockheed F-80C Shooting Star **Manufacturer:** RVHP
Scale: 1/72nd **Price:** £16.00
Type: Resin & Vac-formed Clear
Parts: Resin 28, Vac(Clear) 1
Decal Options: N/A
UK Source: Four Plus UK, 29 Westwood Gardens, Hadleigh, Benfleet, Essex. SS7 2SH
 Tel/Fax: 01702 559308



TASMAN AIRSPEED OXFORD MK.2 1/72
Post-WWII PL.1

Technical Data
Kit: Airspeed Oxford Mk II 'Post WWII PL.1' **Manufacturer:** Tasman
Scale: 1/72nd **Price:** £11.75
Type: Limited-Run Injection Moulded Plastic, White Metal and Vac-formed Clear
Parts: Plastic 26, Metal 14, Clear 2
Decal Options: 4 (RNAS, Dutch, Portuguese & Greek)
Source: Swam Model Engineering Ltd, Chester House, The Dingle, Colwyn Bay, Clwyd. LL29 8HF
 Tel/Fax: 01492 532101

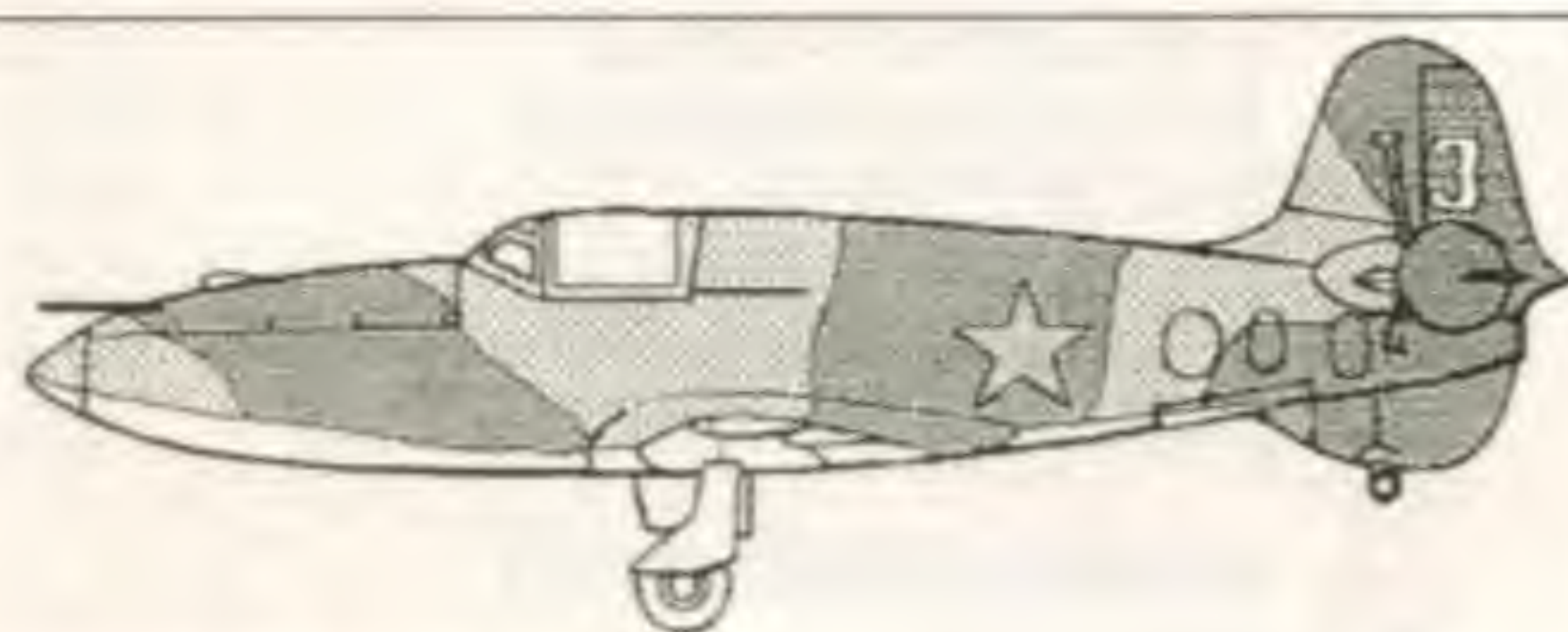


Technical Data
Kit: Polikarpov Po-2 **Manufacturer:** Sierra Scale Models
Scale: 1/48th **Price:** STBA + Shipping
Type: Vac-formed and Injection Moulded Plastic
Parts: Plastic(Vac) 52, Plastic(Inj) 12
Options: Floats, Wheels, Skis & Ambulance versions
Decal Options: N/A
Manufacturer: Sierra Scale Models, 910 Indian Hills Drive, Elizabethtown, Kentucky 42701, USA
 Tel: 502 737 4437 Email: smodels@ekx.infi.net



JMGT 71 GRANDE RUE 95760 VALMONDOIS FRANCE 1/48^e

Technical Data
Kit: Bloch 155 C1 **Manufacturer:** JMGT
Scale: 1/48th **Price:** ETBA
Type: Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Resin 13, Metal 19, Etched 31, Vac(Clear) 2
Decal Options: 2
Manufacturer: JMGT, 71 Grande Rue, 95760, Valmondois, France
UK Source: Hannants



Technical Data
Kit: Bereznyak-Ishayev BI **Manufacturer:** Sierra Scale Models
Scale: 1/48th **Price:** \$19.95 + Shipping
Type: Vac-formed and Injection Moulded Plastic
Parts: Plastic(Vac) 9, Plastic(Inj) 15, Vac(Clear) 2
Decal Options: N/A
Manufacturer: Sierra Scale Models, 910 Indian Hills Drive, Elizabethtown, Kentucky 42701, USA
 Tel: 502 737 4437 Email: smodels@ekx.infi.net



HAWKEYE DESIGNS Bf-109G-10/B 1/72 Scale

Technical Data
Kit: Messerschmitt Bf 109G-10 **Manufacturer:** Hawkeye Designs
Scale: 1/72nd **Price:** \$32.95
Type: Resin, White Metal, Etched Brass and Vac-formed Clear
Parts: Resin 59, Metal 2, Etched 16, Vac(Clear) 2
Decal Options: N/A
Manufacturer: Hawkeye Designs, Fort Duquesne Military Miniatures, 105 Tristan Drive, Pittsburgh, PA 15209, USA
 Tel: 412 486 1823
UK Source: Avia Imports Tel: 01473 720993



MODELKRAK 1/72 Nakajima A4N1 carrier-based fighter

Technical Data
Kit: Nakajima A4N1 **Manufacturer:** Model Krak
Scale: 1/72nd **Price:** £POA
Type: Resin & White Metal
Parts: Resin; 12, Metal; 22
Decal Options: 2
World Distributor: Choroszy Model-Bud, 32-070 Kraków, Czernichów 371, Poland
 Tel: 47-09-94



Technical Data

Kit: SAAB 17 **Manufacturer:** Marivox
Scale: 1/72nd **Price:** £TBA
Type: Injection Moulded Plastic
Parts: Plastic 94, Clear 7 **Decal Options:** 15
Manufacturer: Marivox Models, Dösaugen 58,
 226 54 Lund, Sweden
Tel/Fax: 46-46-305634
UK Source: Hannants



Technical Data

Kit: Messerschmitt Me 262A-1a
Manufacturer: Revell *New Tooling*
Scale: 1/72nd **Price:** £2.95
Type: Injection Moulded Plastic
Parts: Plastic 55, Clear 3 **Decal Options:** 2
Distributor: Revell, Binney & Smith (Europe) Ltd,
 Amptill Road, Bedford, MK42 9RS
Tel: 01234 360201 **Fax:** 01234 342110

MODELKRAK 1:72 Kawasaki Type 88-2 Bomber



CAT.No B01 **SETIN MONSTER LIMITED, BOX** **WHITE METAL PARTS INCLUDED** **DECAL BY JAPAN** **CHOROSZY MODEL-BUD**

Technical Data

Kit: Kawasaki Type 88-2 **Manufacturer:** Model Krak
Scale: 1/72nd **Price:** £POA
Type: Resin & White Metal
Parts: Resin 9, Metal 31 **Decal Options:** 2
World Distributor: Choroszy Model-Bud, 32-070 Kraków,
 Czerlichów 371, Poland
Tel: 47-09-94



Technical Data

Kit: Dewoitine D.520 'French Air Force'
Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £8.95
Type: Injection Moulded Plastic
Parts: Plastic 33, Clear 5 & Poly Caps
Decal Options: 2 (GC III/6.5 & GC II/7)
U.K. Importer: Amerang Ltd, Commerce Way, Lancing,
 West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



Technical Data

Kit: Hawker Tempest Mk V 'Profi Pack'
Manufacturer: Eduard
Scale: 1/48th **Price:** £17.95
Type: Injection Moulded Plastic, Resin & Etched Brass
Parts: Plastic 72, Resin 8, Etched 24, Clear(Inj) 1
Decal Options: 4
UK Source: Four Plus UK, 29 Westwood Gardens, Hadleigh,
 Benfleet, Essex. SS7 2SH
Tel: 01702 559308
US Importer: Eduard Model Accessories, 49 Fiar Oaks Cr,
 Nepean, Ontario, Canada. K2G 4W3
Tel: 613 224 9071 **Fax:** 613 727 5288



Technical Data

Kit: Horten 229 V7 'Nachtjäger' **Manufacturer:** PM Model
Scale: 1/72nd **Price:** £3.99
Type: Injection Moulded Plastic
Parts: Plastic 16, Clear 1
Decal Options: 1
UK Importer: Pocketbond Ltd, PO Box 80, Welwyn,
 Herts. AL6 0ND
Tel: 01707 391509 **Fax:** 01707 327466



Technical Data

Kit: Douglas SBD-3 Dauntless
Manufacturer: Accurate Miniatures
Scale: 1/48th **Price:** £24.99
Type: Injection Moulded Plastic
Parts: Plastic 100, Clear 13
Decal Options: 1 (SS2, Coral Sea, May 7th 1942)
U.K. Importer: Amerang Ltd, Commerce Way, Lancing,
 West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



Technical Data

Kit: Messerschmitt Bf 109G-6 **Manufacturer:** Hasegawa
Scale: 1/48th **Price:** £15.00
Type: Injection Moulded Plastic
Parts: Plastic 84, Clear 6
Decal Options: 2 (J Gr 50 & II/J27)
U.K. Importer: Amerang Ltd, Commerce Way, Lancing,
 West Sussex. BN15 8TE
Tel: 01903 765496 **Fax:** 01903 765178



Technical Data

Kit: Douglas SBD-5 Dauntless
Manufacturer: Accurate Miniatures
Scale: 1/48th **Price:** £24.99
Type: Injection Moulded Plastic
Parts: Plastic 102, Clear 14
Decal Options: 1 (VB-16, USS Lexington, Tarawa, 1943)
Manufacturer: Accurate Miniatures, 100 Centre Street,
 Charlotte, NC 28216, USA.
U.K. Importer: Amerang Ltd
Tel: 01903 765496 **Fax:** 01903 765178



Technical Data

Kit: F-16A Thunderbird Flight Display **Manufacturer:** AMT
Scale: 1/72nd **Price:** £32.50
Type: Injection Moulded Plastic
Parts: Plastic 298, Clear 4 + Display Stand
Decal Options: 1 each
UK Importer: AMT/Ertl (Europe), Falcon Rd, Exeter. EX2 7LB
Tel: 01392 445434 **Fax:** 01392 445822



Technical Data

Kit: Curtiss SBC-4 Helldiver **Manufacturer:** Classic Airframes
Scale: 1/48th **Price:** £TBA
Type: Limited-Run Injection Moulded Plastic, Resin,
 Etched Brass & Vac-formed Clear
Parts: Plastic 38, Resin 34, Etched 28, Vac(Clear) 2
Decal Options: 2
World Distributor: Classic Airframes, Bringuier Aviation
 Products, PO Box 577580, Chicago, IL 60657-7580, USA
Tel/Fax: 312 327 6088
UK Sources: Four Plus UK, Avia Imports, Hannants



Accessories

Conversions from RVHP

Some of you that attended the IPMS (UK) Nationals last year may recall this range of excellent resin conversions which were on sale there. Well, this interesting range are now available in the UK via Four Plus UK and two of the sets have been passed to us for review.

vac-formed clear parts.

The set offers the builder the chance to make the XF7F-1, F7F-1, F7F-2N, F7F-2D, F7F-3N and F7F-4N. The first is the prototype with the solid decking behind the canopy, spinners, a tail bumper and the F-2 style of tail. The F7F-1 is the first

this is the drone carrying version. This set includes the new second cockpit position, a new canopy, lower style of tail and the DF loop on the nose. The set does not however include the drones or their carriers for fitment under each outer wing panel. The F7F-3N is the night fighter and this is achieved with the addition of the radar nose and the two cockpit positions. The final option is the F7F-4N and this

The next set is 7243 and this offers the Grumman E-1B Tracer conversion and is based on the Hasegawa or Hobbycraft S-2A kits. The set consists of ten resin pieces.

What you actually get in the set is a completely new resin fuselage, split vertically, the massive radome, the rears to each engine nacelle and the new tails and end plates. The fuselage and radome halves are hollow cast, so cockpit interior can be installed if you so wish. The detail on the fuselage halves is engraved and although the parts will need the casting blocks removed and cleaning up a bit, they are generally of extremely good quality.

The version we had, did not have any diagrams for the length or position of the struts to support the radar unit, however I have been informed by Four Plus UK that they will in future include improved instructions.

Each of these sets are of good quality, there were only a few air bubbles and they were confined to the very small items in each set. The Tigercat set will retail for £13.50, while the Tracer will be £24.00. If you want to know more about these sets you should contact Four Plus UK at:

29 Westwood Gardens,
Hadleigh, Benfleet, Essex. SS7 2SH
Tel: 01702 559308.

My thanks to Four Plus UK for the review sample.



The first set on offer from RVHP is for the F7F Tigercat and offers conversion options for six versions



An advanced conversion in any scale, the E-1B Tracer is made easier now thanks to this latest conversion set from RVHP

The first set is 7235 and this offers a combined set of conversions for the Grumman F7F Tigercat. The set is in 1/72nd scale and it is designed for use with the Revell/Monogram kit in this scale. It comprises nineteen resin and two

production version complete with the lower tail, solid upper decking and tail bumper. The F-2N is the two seat version and again you utilise the lower tail, new upper decking complete with the second canopy. You will all know the F7F-2D as

uses just the new dual cockpit and the deletion of the nose guns.

A good point with this set is that you get new bulkheads for the cockpit interior and a completely new cockpit insert for the two seat options.

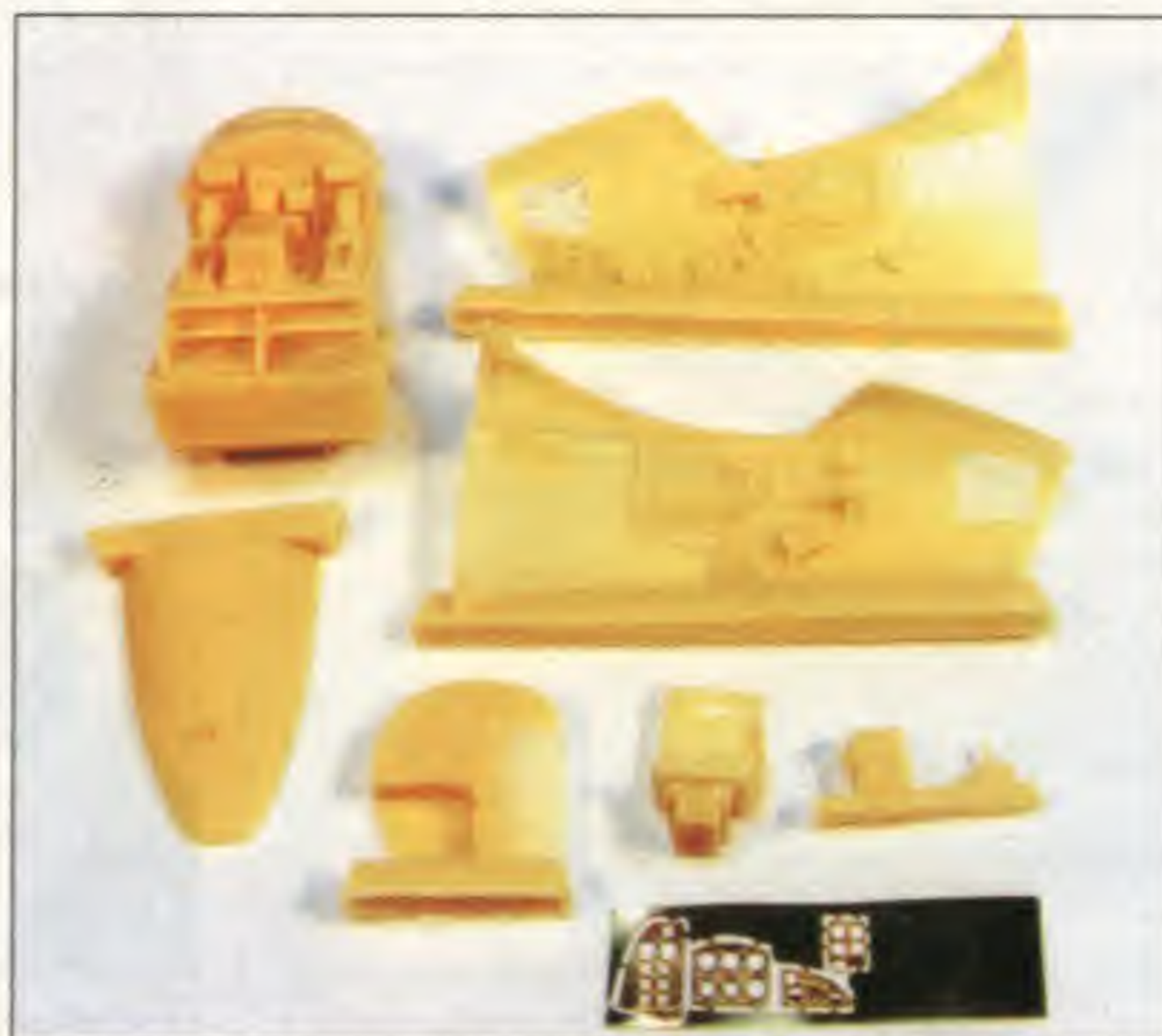
Big Scale Mosquito Update from Marine Air Products

Many of you may have read about this firm in our News Update, they produce excellent resin updates for numerous large scale injected and vac-formed kits.

The latest release we have received is for the Mosquito Mk IV in 1/32nd scale. The set is designed for use with the Monogram kit and comprises eight resin and four etched brass pieces. The two main resin parts are the left and right of the nose. These items have been made to stop you having to add a mass of detail to this area of the kit and to correct outline inaccuracies. The other large resin piece is a cockpit insert. This has all the upper decking detail and all you have to add is the separate forward floor, seat complete with harness, radio unit and throttle box for the starboard sidewall. The other item is the replacement instrument panel and to this is added the four etched pieces. It would be nice to have an acetate backing film for this area but you can get the dial faces from the Reheat range.

Overall the quality of the resin pieces is quite good. There are a few blemishes but they will easily be dealt with in the preparation stage. The addition of these pieces to the old Monogram kit will certainly improve this area of the kit no end and as a confirmed Mossie fan, I for one am really glad to see this large scale kit being detailed at last.

As yet I do not know of a UK source for this range, so if you want to know



This shot gives you an overall view of the contents of the new Mosquito Mk IV in 1/32nd scale



This is the detail cast into the port side of the new nose



This is the detail that is in the starboard nose



The largest resin part is this cockpit insert, complete with the upper decking detail

more contact them at:
Marine Air Products.,

7111 west Indian School Rd.,
#126, Phoenix, AZ 85033, USA

My thanks to Marine Air products for the review sample.

New from KMC

Some of the most recent sets from Kendall Model Company have made their way to us from the USA. There are six sets in all, each of them to 1/48th scale.

The first set is a boxed one, an update set for the A-1H/J Skyraider and can be

are included to detail the front of the nose and as you have a revised nose, you have to make up a new plate to smooth in the nose to the kit fuselage. The last items included in this set are both styles of wheel hubs (USAF/VNAF & USN versions).

included, complete with separate rocket heads! The last item included is a set of CBU-14A/A cluster bomb units and the four included in this set could be fitted to any of the first three inboard pylons on each wing. The set is certainly a nice way to 'arm' your Skyraider, but you should remember that the weapons were also used by types such as the A-26K and T-28.



An excellent update for the Monogram or Esca (AMT) A-1H/J Skyraider is available in set 48-4015



Set number 48-5070 allows you to arm your Monogram or Esca (AMT) Skyraider kits

used with either the Monogram or Esca kits. The set comprises 21 resin pieces, the main area to receive attention is the cockpit interior. Here you get a new cockpit tub, complete with side consoles, a new instrument panel, gun sight, both styles of



A full set of control surfaces are available for the Monogram and Esca (AMT) Skyraider kits as set 48-5069

seat (standard and 'Yankee'), rudder pedals and the control column. Externally there is a new engine cowl as that which is in the kit is grossly underscale (kit part is 28mm, while the real thing should scale down to 32mm). A set of open cowl gills, the back section of the cowling and a new engine

Staying with the Skyraider, the next set (48-5069) offers you a complete set of control surfaces for the type. Once again the set is designed for use with either the Monogram or Esca (AMT) kits. There are 14 resin pieces in this set, these being the flaps, elevators and rudder plus the actuating horns for the flaps. Because you have to cut out the kit flaps you will be left with an open area in the wing. To stop this unsightly gap, KMC have included the flap interior as well.

The final set for the Skyraider is next. The product in question, 48-5070, is a complete set of weapons and pylons for the type. The set comprises 81 resin parts and although many of these are small sway braces for the pylons, the set offers a full weapon fit for the type. What you get are six weapon pylons for the outboard portion of each wing. These comprise one main pylon and four separate sway braces. The inboard pylon is another casting and this comes with two pairs of sway braces and is designed to hold the LAU-3A rocket launcher pod. These pods are also

The next item, 48-5071, offers a set of two 11.75in 'Tiny Tim' rockets. They are supplied as 13 resin pieces and they comprise the main body, exhaust ring, finlets and the option of the blunt style (inert?) warhead. This type of rocket was used on the P-51, A-26, F-84G's and the Mauler, as well as some early Skyraiders, so they will be very useful. If I recall wasn't this rocket test fired from the F7F Tigercat now there is an idea!

The next item is a complete Hamilton standard propeller unit which is suitable for the P-47D Thunderbolt. The unit



The Hamilton standard propeller which is suitable for the P-47D-25 Thunderbolt is offered as set 48-5072



There are two 'Tiny Tim' rockets offered in set 48-5071

comes as five resin pieces, these being the hub and four separate blades. This type of prop will be suitable for various P-47 options you wish to build (namely the Hasegawa P-47D-25), and this is why KMC have now released it.

The final item in this selection is the latest edition to their 'Kitbuilder's Series'. This set, 48-6011, is a cockpit update set for the P-47D-25 Thunderbolt. The set is designed for the Hasegawa kit and it comprises six resin pieces. The main component is the floor, rear bulkhead and port sidewall all mounted as one piece. To this is added the seat, complete with cushions and seat harness, starboard sidewall, instrument panel and gunsight. The separate sidewall has been supplied in this manner, because if it was moulded as one with the floor etc you would have a job to paint and drybrush it.

Overall each of these sets is excellent.



A cockpit update set for the interior of the Hasegawa P-47D-25 is offered as set 48-6011

The casting quality is excellent and there were no bubbles or marks on any of the parts of those sets reviewed above. Each is available in the UK from Hannants, although I do not have any confirmed prices for them as yet.

My thanks to KMC for the review samples.

Cant Conversion from Broplan

Although you will usually think of Broplan in relation to their excellent range of vac-formed kits, they also produce some conversions in this medium. One of the most recent has made its way directly to us from the manufacturer.

The subject for this conversion set is the CRDA CANT Z.506C. This set is designed for use with the Supermodel Z.506B kit and it comprises a total of 24 vac-formed pieces, three of which are clear. The pieces you get are a new instrument panel for the cockpit and a new cockpit floor which allows you to have the side-by-side seating of this civilian version. The final item for the interior is the rear bulkhead behind the cockpit area, as all other items used come from the



The vac-formed parts in this conversion are very good quality

Supermodel kit. The major pieces of this set are a new fuselage, complete with the tail and tailplanes which are supplied as separate items. Struts for the tailplanes are included as vac-formed parts, although I suspect most modellers will use them as templates to make up replacement parts from rod. Because you have to fit the kit's injected wings to the vac-formed fuselage,

Broplan have supplied a spar for this purpose.

The quality of the vac-formed pieces are very good and although not all the panel lines are completely formed, they do offer good guidelines should you wish to rescribe them. The instruction sheet with the kit does include an exploded assembly diagram, as well as full painting and marking details. The colour scheme of the Z.506C will be the most difficult piece of this conversion, as it is extremely complex. Markings may also be a problem as there are national and special markings which were carried by the type.

Overall this is an excellent little conversion. The completed model will look very striking and of course it does make a military type very attractive to

those only interested in civil types. Finally, it is Italian, need I say more.

This and all other Broplan products are available in the UK from Swan Model



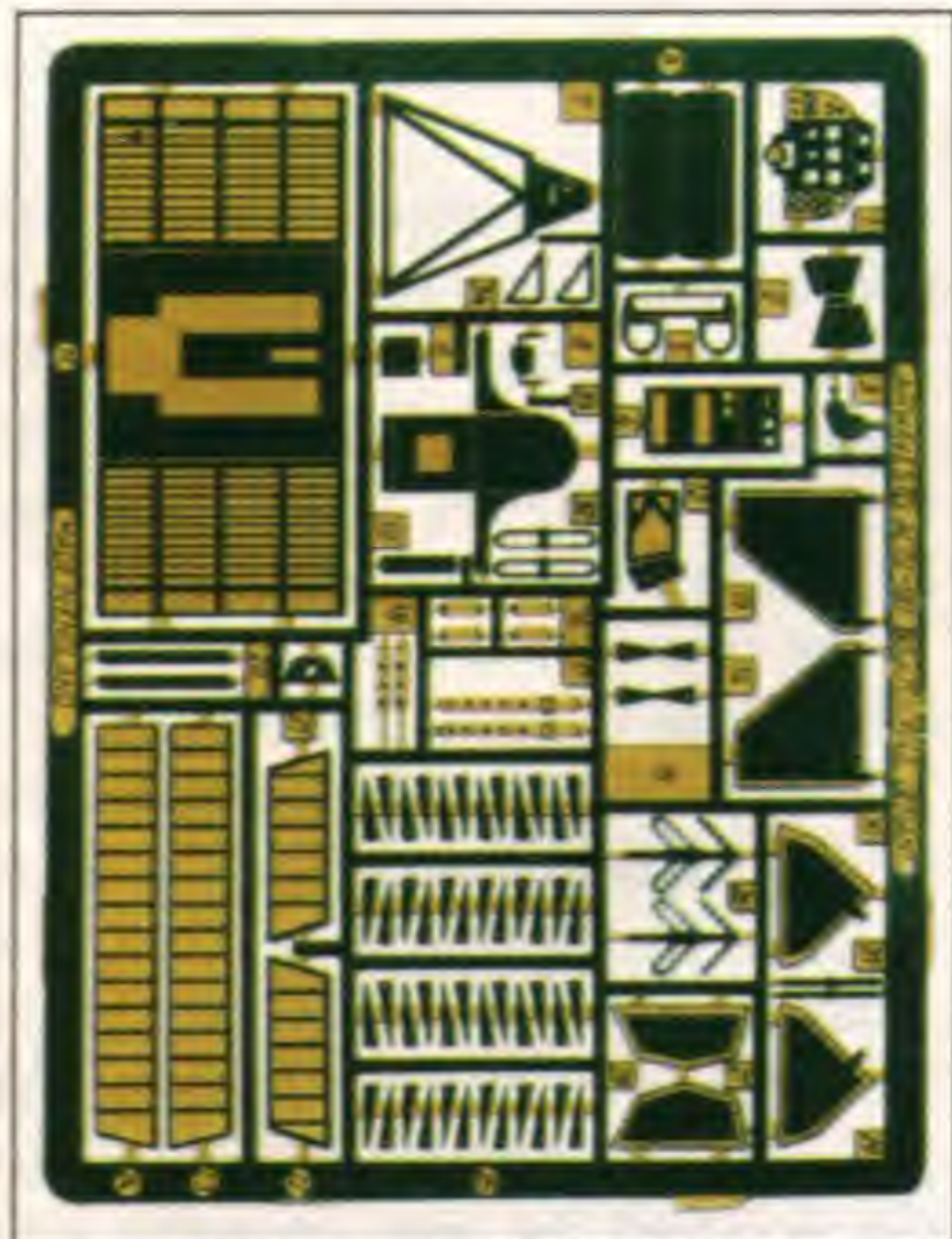
The colour scheme for the type may cause problems, as this look at the painting instructions shows

Engineering. If you wish to know more about this and all other Broplan items, contact Swan on 01492 532101.

My thanks to Broplan for the review sample.

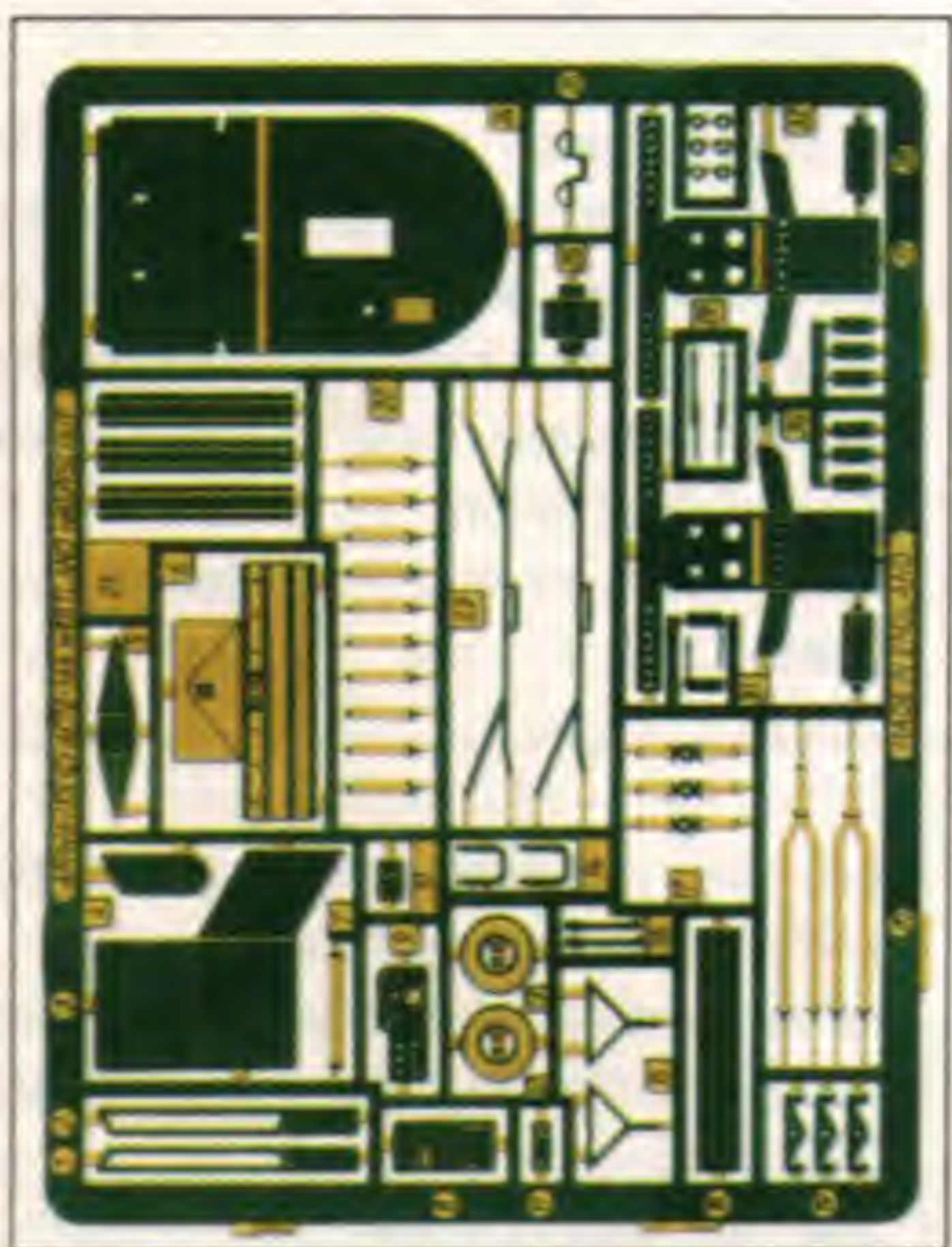
New from Airwaves

A selection of Airwaves products have made their way to us from ED Models. There are two etched sets in 1/48th scale and nine in 1/72nd, as well as three metal sets in 1/72nd.



It is nice to have some details for the old Airfix B.P. Defiant now that set 72-187 is available

Starting with the etched sets and beginning with those in 1/72nd scale, the first is AC72-187 and it is for the Boulton Paul Defiant. This set is designed for use with the Airfix kit and it comprises one fret of 45 pieces. Detailing consists of a new cockpit insert, pilot's seat and harness, rudder pedals, kick-plates, instrument panel and throttle quadrant. Externally you get the crew access step, oleo leg torque links, undercarriage doors and a complete set of flaps.

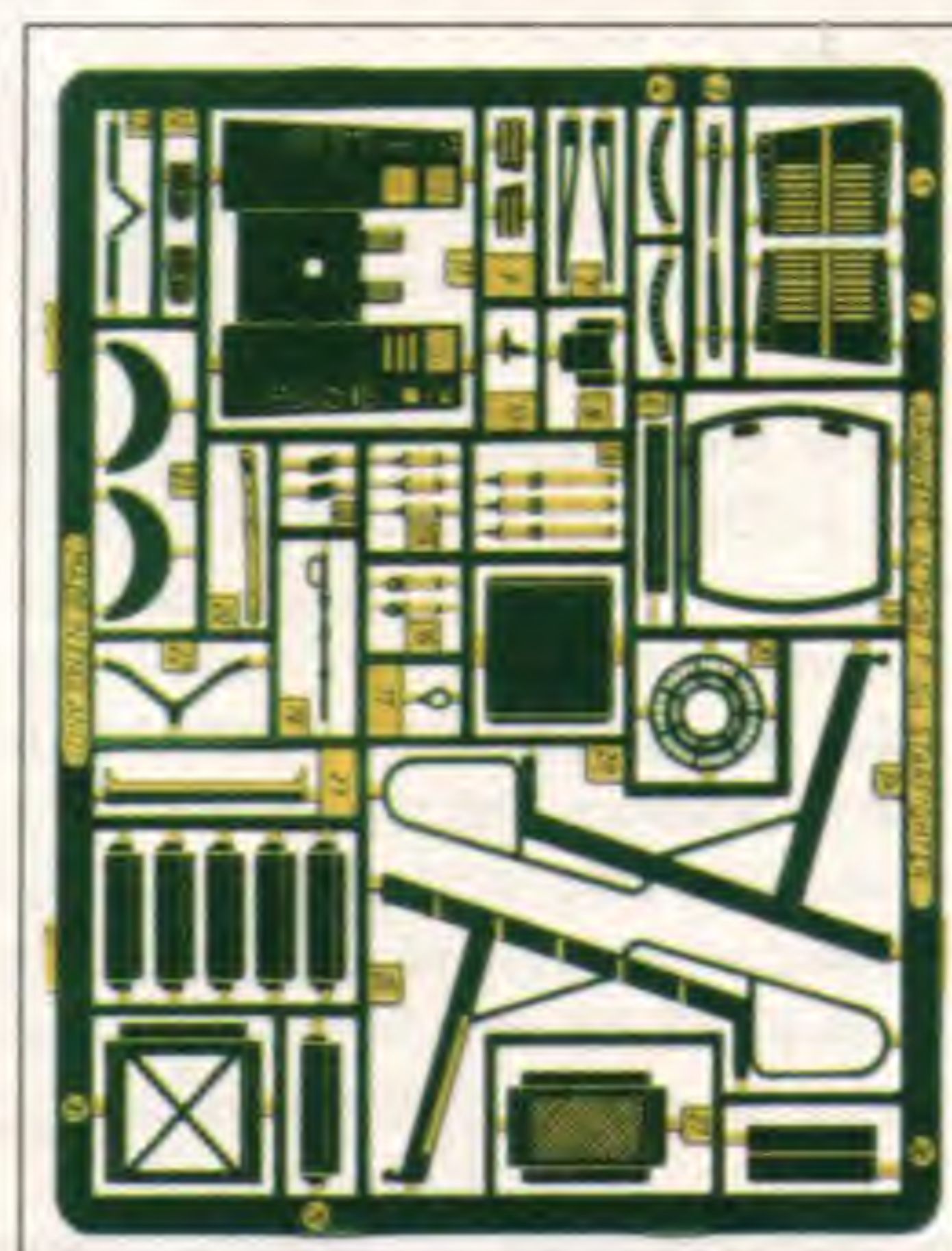


Internal details for the Airfix Westland Wasp/Scout kit are offered as 72-165

Next comes AC72-184 and this is for the Focke Wulf 'Flitzer'. The single fret of 39 parts is designed for use with the Revell kit. Detailing is centred around the cockpit and comprises seat, harness, instrument panel, side consoles, rudder kick-plates, rudder pedals, head armour and canopy sills and handles. The only external details are a complete set of undercarriage doors and an access ladder.

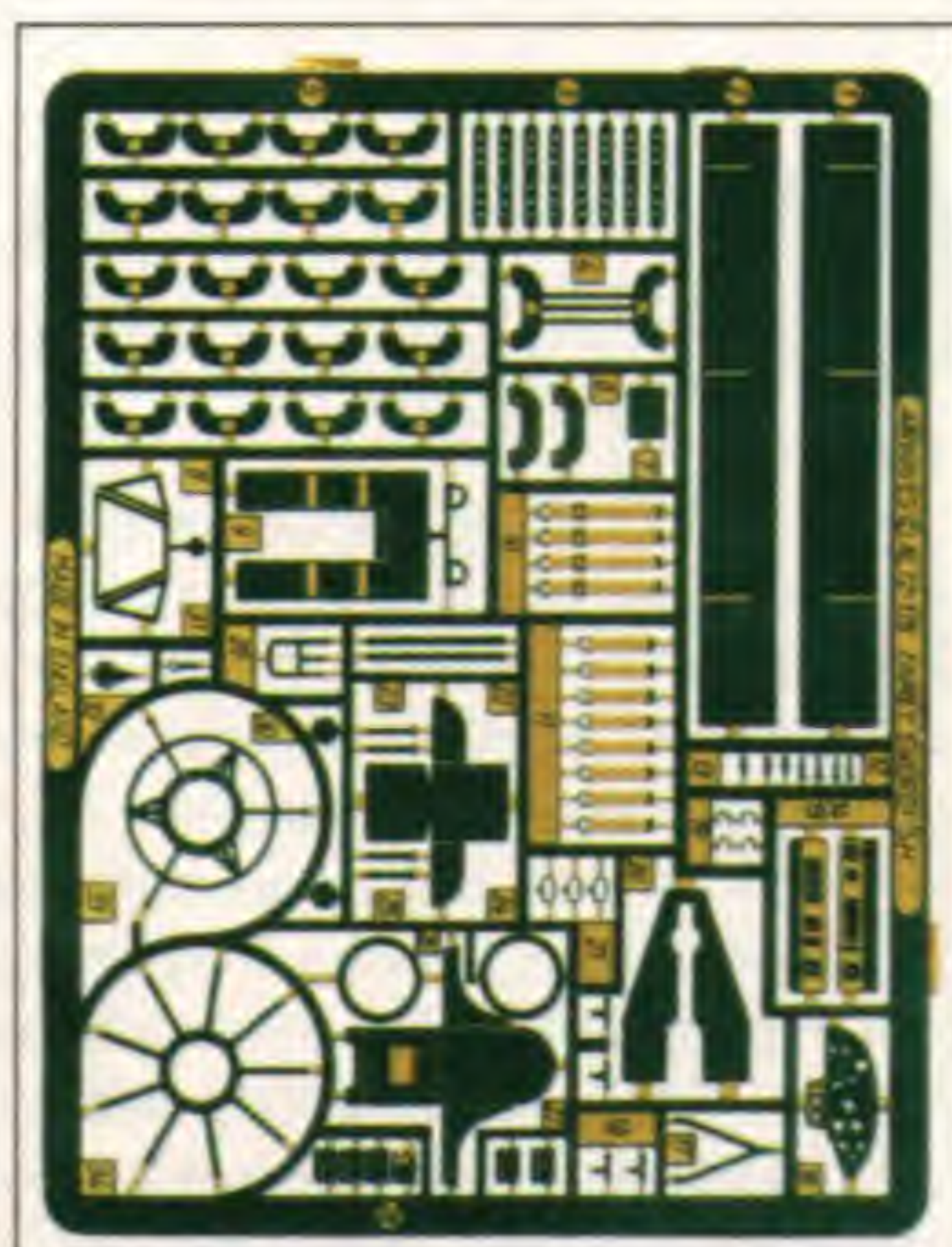
We move up to date with the next set as it deals with the Westland Scout/Wasp. This set, 72-165

comprises one fret of 63 pieces and is designed for use with the Airfix kit and Airwaves conversion set. Both front seats are included along with their frames and seat harness. Other details in the cockpit include a new floor, throttle box, instrument and auxiliary panels and finally details for the rear bulkhead. The other interior details include the seats and straps for this area. Externally there are blanking plates for the tail boom in its folded position, crew access steps, air deflectors for the canopy frame and the exocet missile deflector plates for each side of the fuselage.



The new Monogram (Revell) 1/72nd scale F-104C sets details in set 72-167

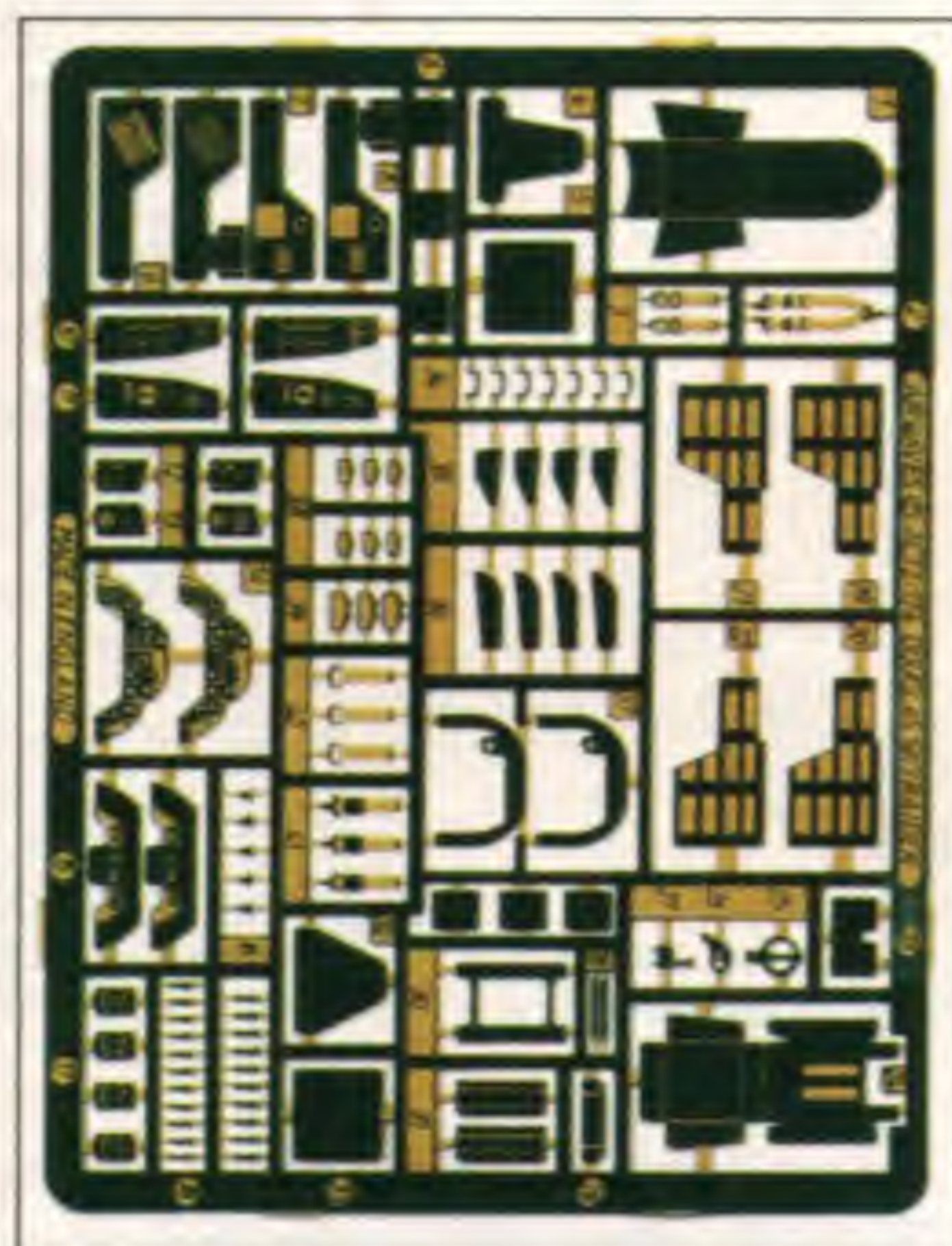
The next set is AC72-167 and this is for the F-104C Starfighter. The single fret contains 48 pieces and these include the seat harness, a new cockpit tub, side consoles and rudder pedals and finally the frames and sills for the canopy. Externally you get the afterburner rings, internal details for the airbrakes and finally the compression struts for the main oleo legs. The other item included with this set is an access ladder.



Set number 72-174 offers details for the new Hasegawa A-1H/J Skyraider

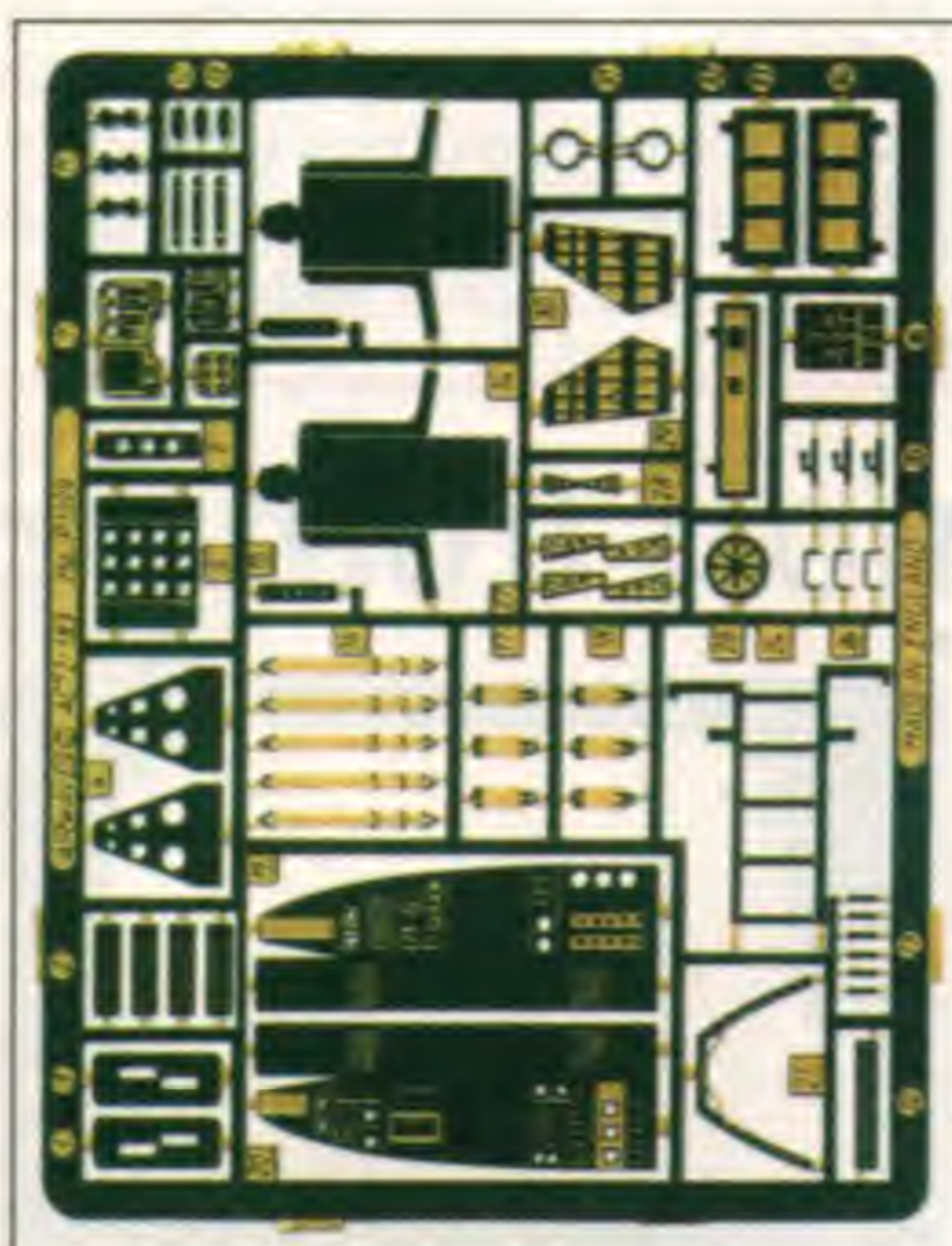
Next comes AC72-174 and this set is for the Douglas Skyraider. The set is designed for use with the Hasegawa kit and the single fret contains 80 pieces.

Details include the standard seat, harness and back armour, plus the 'Yankee' extraction system seat. A new instrument panel plus all the side console details and levers are included, as well as two styles of windscreen frame and mirror unit. Externally you get the flame damper plates for the nose area.



The old Airfix Fairey Swordfish gets some detail thanks to 72-178

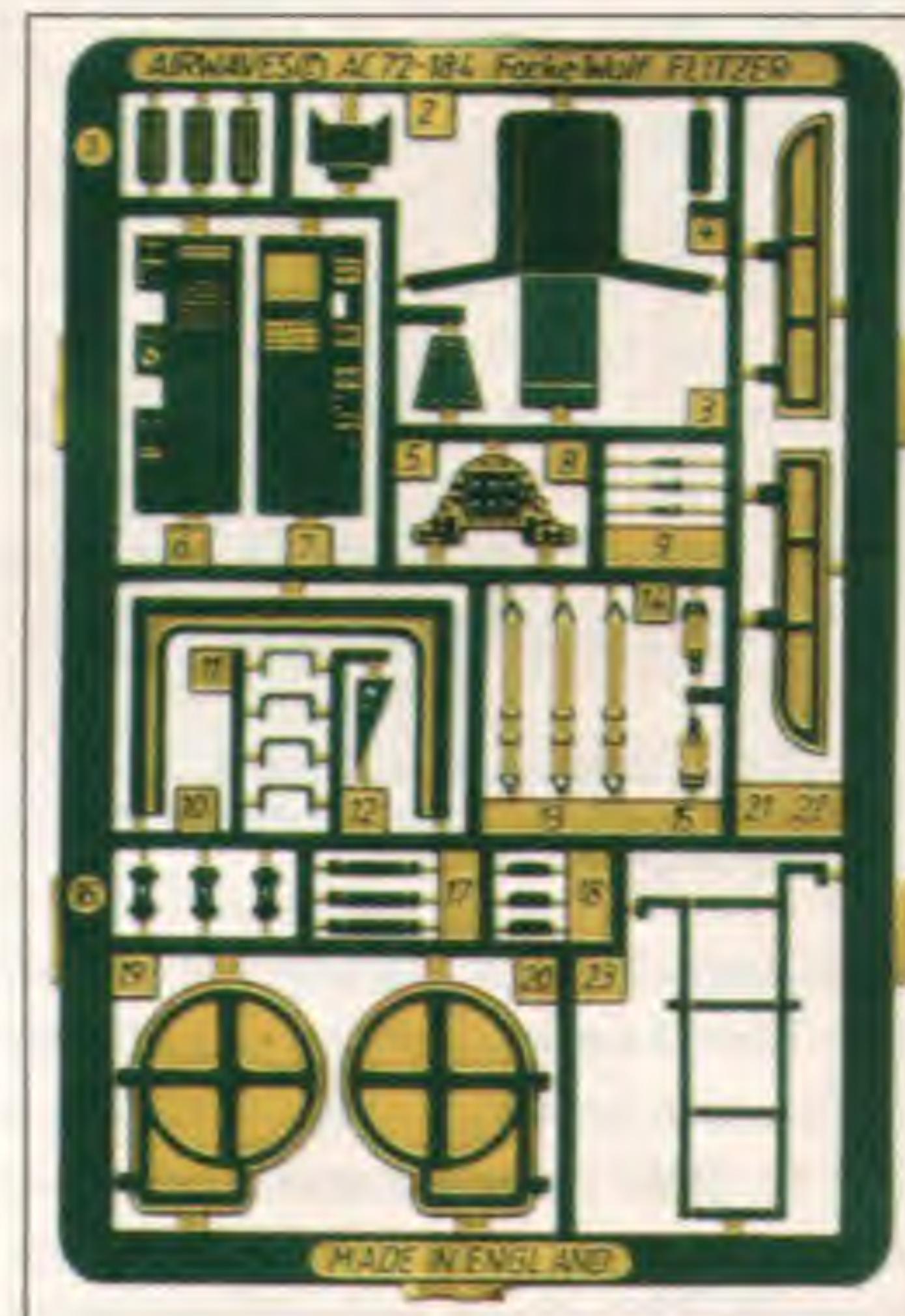
We move back to a WWII subject now as set AC72-178 deals with the Fairey Swordfish. This set, which is designed for the Airfix kit, comprises a single fret of 91 pieces. You get both the pilot and gunner seat complete with harness and a new framework for the floor of the pilot's position. The Vickers machine gun gets a new ring and bead sight, the engine gets an ignition harness and the exhaust collecting ring support frame. A new upper decking for the rear gunner position is included, as well as separate slats, the oil cooler, foot steps, tie-downs, aials and a new frame for the windscreen.



The new Me P.1099 from Revell is the subject for 72-183

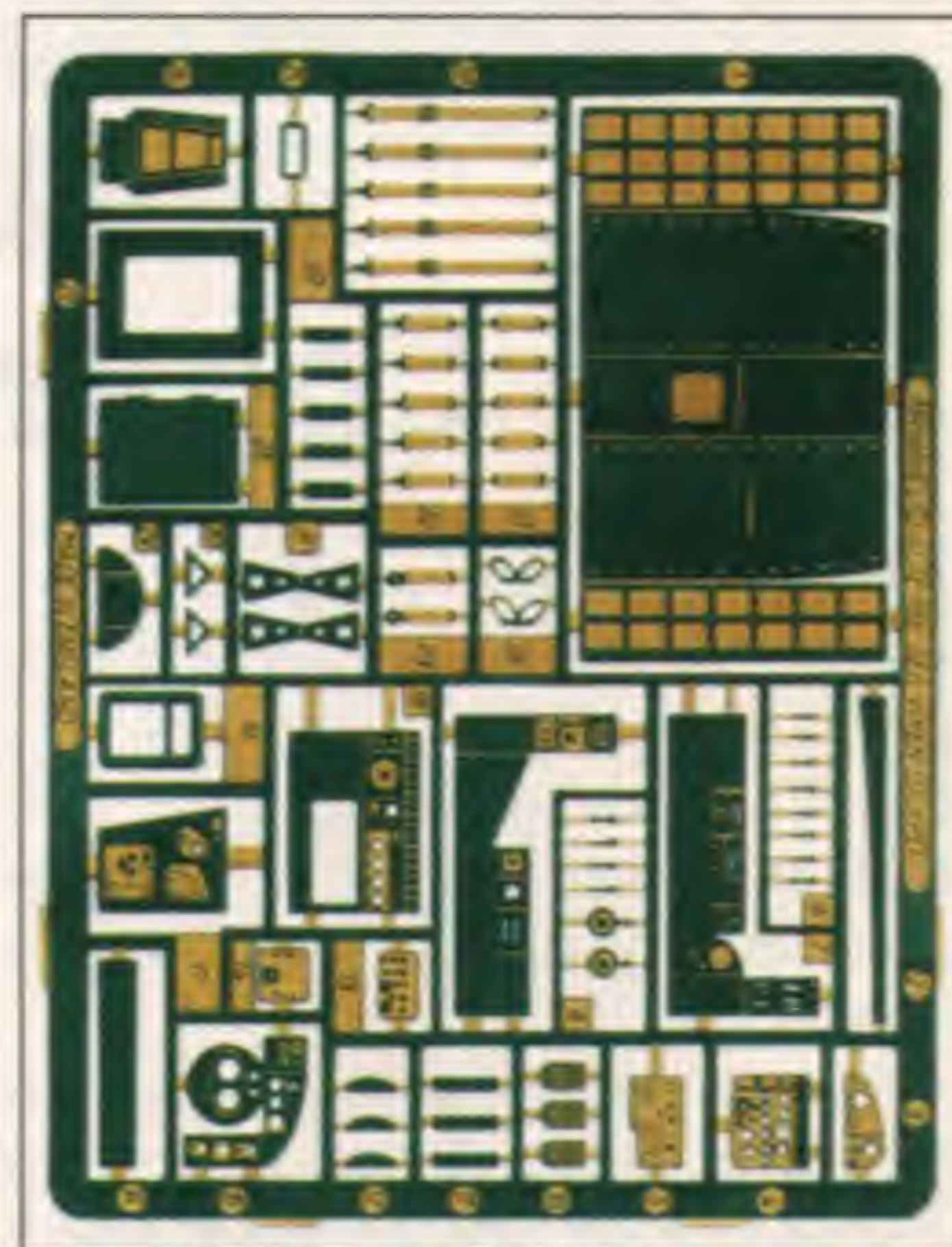
We change sides now and look at a project, as the next set deals with the Me P.1099. AC72-183 is designed for use with the new Revell kit and the single fret contains 69 pieces. Detail in the cockpit comprises both seats and harness, rudder pedals, instrument panel, side consoles and all their levers and various bits for the rear bulkhead.

Two of the radio units required for the rear bulkhead are not included in this set, as they can be purchased separately in the Airwaves range. There is a new frame for the canopy, cartridge ejector ports for the nose mounted cannons, torque links for the main undercarriage, new nose wheel well doors and the compass and DF loop for the upper rear fuselage. The final item included is a crew access ladder.



Another Revell project, the FW 'Flitzer' gets detailed thanks to 72-184

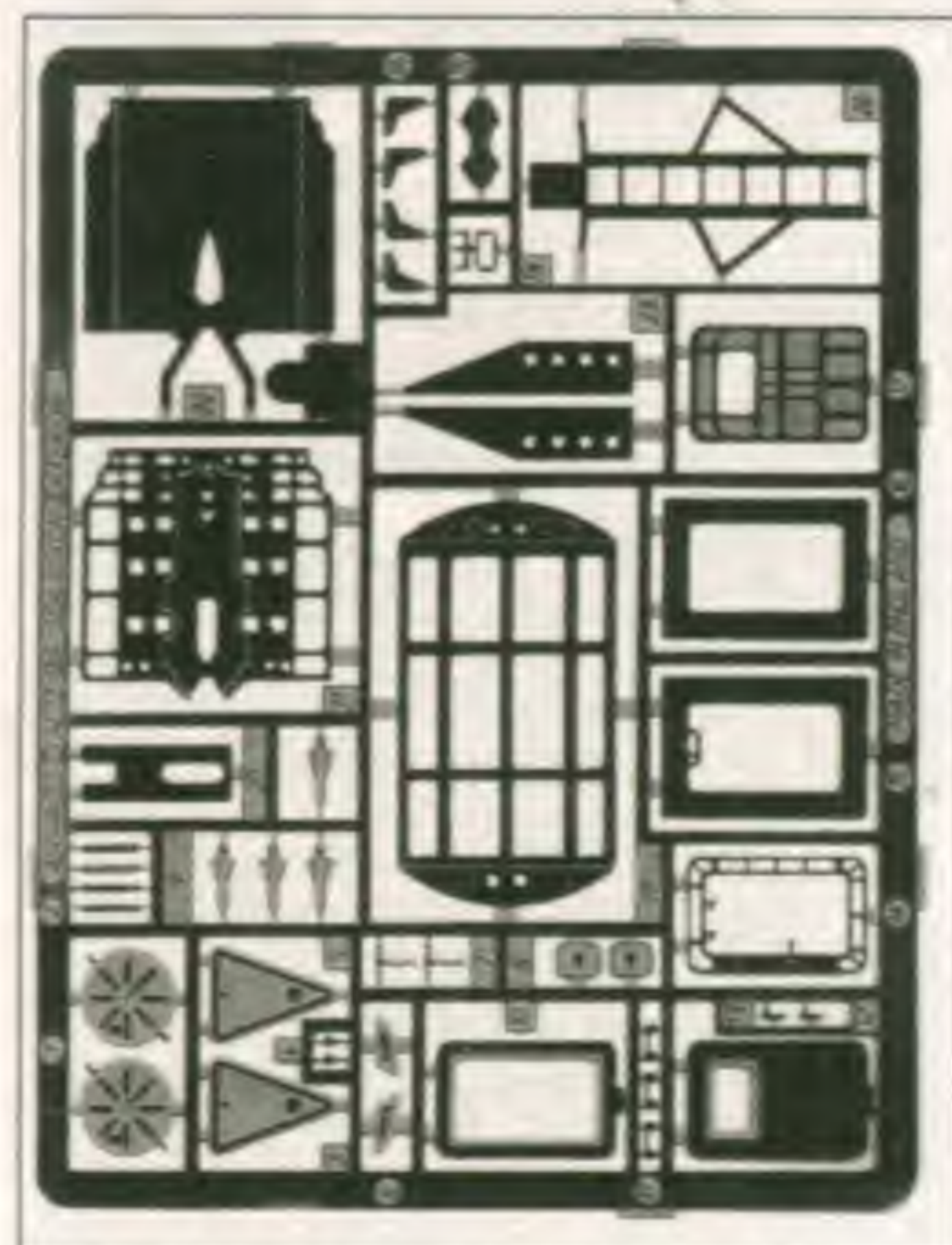
The final two sets in this selection are for the same subject, namely the Sea Vixen. The first set is AC72-185 and it is for the interior of the type. There is a single fret of 84 pieces and details include the seat harness, rudder pedals, cockpit floor, side consoles and all their control levers plus the similar details for the radio-operator's position. There is a frame for the observer's window, main canopy internal frame, arrestor hook guard, torque links for the oleos, an access panel for the upper decking and the control stops for the ailerons.



The interior's of the old Frog Sea Vixen is the subject for 72-186...

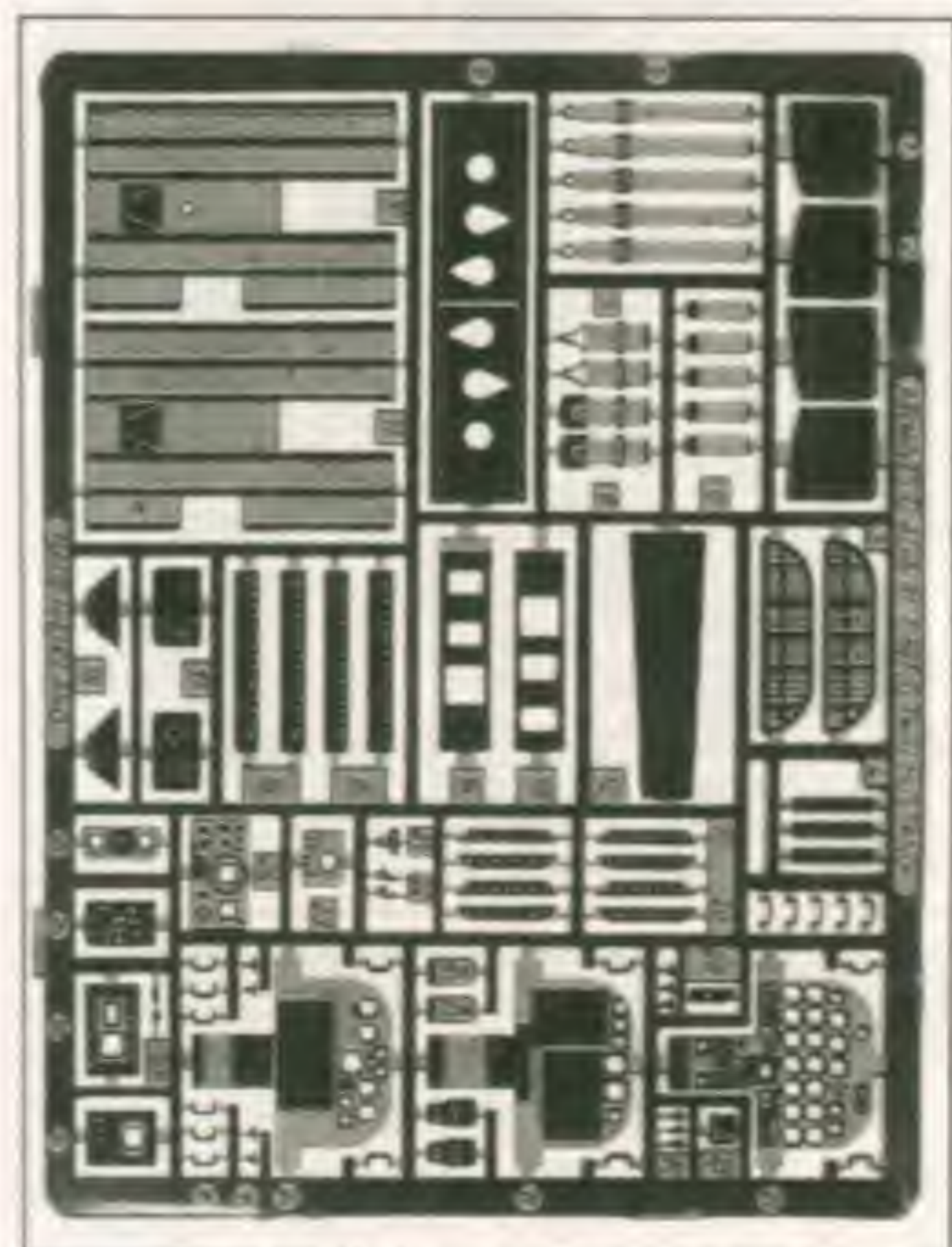
The other set in this pair is AC72-186 and it is for the exterior of the Vixen. The single fret in this set contains 46 pieces. Details include the covers for the jet exhausts, air intakes and auxiliary intakes. There are various other covers for the exterior of

the type as well as all the details for the airbrake, the access hatch for both the FAW.1 & 2 versions and finally a crew access ladder.



...while the exterior is dealt with on 72-186

Moving on to the metal sets now. The first is SC72-085 and this offers you a Mk XI torpedo. The item is made up from a single white metal casting for the main body and tail of the type and a separate fret of etched brass for the detail parts. There are only three items on this fret and they are the fins and the carrier frame to attach it to the aircraft with. The Mk IX was quite a common type during WWII, so this item should be suitable for many machines of the era.



Set number 48-081 deals with the Modelcraft F-82 Twin Mustang

The last two sets are boxed white metal updates and they both deal with the Westland Scout and Wasp. The first, SC72-083 is a conversion set for the Wasp HAS Mk 1. This set is designed for use with the Airfix Westland Scout kit and comprises 31 pieces. You get the side mounted floatation packs and support frames, various details for the rotor head, a new turbine engine, tail rotor, separate tail boom tip, spot light, various aerials, crew access supports and the entire undercarriage framework and wheels.

The other set, SC72-84, is a weapons set for the Westland Scout AH.1 and is designed for the Airfix kit of the type. All the parts are white

metal and they comprise the sponson guns, ground handling wheels, fuselage missile frames complete with their AS 11 anti-tank missiles and the supports for the main rotor.



A conversion for the Westland Wasp HAS Mk 1 based on the Airfix Scout kit is offered as SC72-083

The first 1/48th scale etched fret is AC48-86 for the P-47D and this single fret set contains 63 pieces. Details include the seat belt harness, side wall sills, instrument panel and rudder kick-plates. Externally you get the support strut for the drop tank, screens for the supercharger intakes, ribs for the undercarriage bays, an ignition harness for the engine and a complete set of separate cowl gills.

The final 1/48th scale set is AC48-81 and this is for the F-82 Twin Mustang. The set is meant for the Modelcraft kit and the single fret contains 94 pieces. Internal details include the seat frames and harness, floor panel and rudder pedals, the pilot's instrument panel complete with

levers etc and both styles of instrument panel for the rear position. Externally you get the intake screens, radiator and oil filter screens, gun bay internal frames and finally the cockpit



A weapons set for the Airfix Westland Scout kit is produced as SC72-084



The Hasegawa 1/48th scale P-47D is the subject for 48-086

only reservations I have about the metal set is the complexity of the wheel units in the Scout conversion, it looks very fragile as well!

All of the Airwaves range can be obtained from ED Models and the sets reviewed above retail as follows:

72-165	£5.99	72-167	£5.99
72-174	£5.99	72-178	£5.99
72-183	£5.99	72-184	£4.99
72-185	£5.99	72-186	£5.99
72-187	£5.99	48-081	£5.99
48-086	£5.99	SC72-083	£6.75
SC72-084	£6.75	SC72-085	£1.50

For more information contact ED on 021 744 7488.

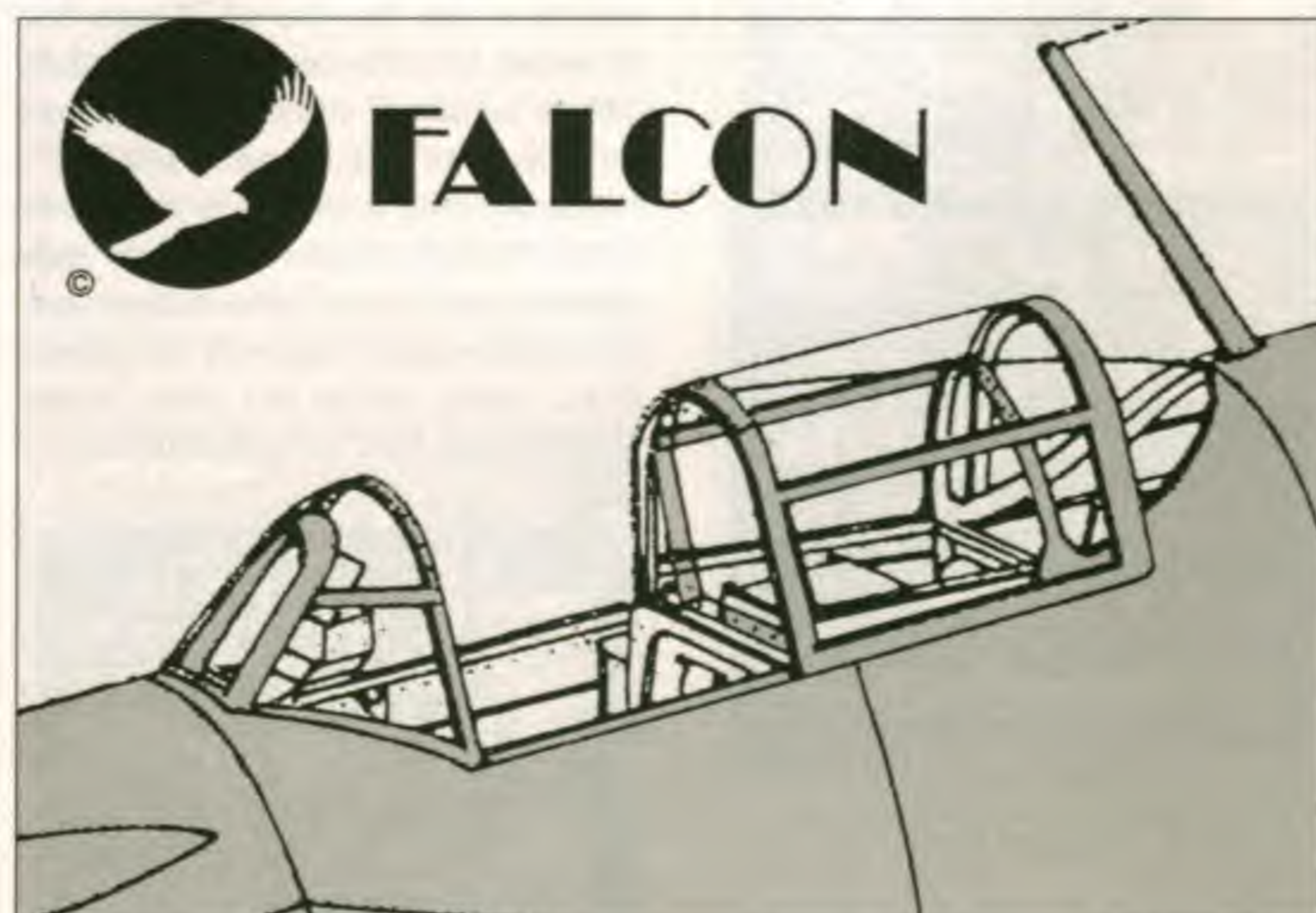
My thanks to ED for the review samples

New 'Clear-Vax' Set from Falcon

All of you I am sure will have come across the New Zealand based firm of Falcon. I suspect you are also aware that they produce some of the best vac-formed canopies money can buy.

The latest addition to their 'Clear-Vax' range is set number 24 and it offers a range of canopies for Russian types from WWII. This set is the first of two and the types covered are as follows, along with the kits they are designed to fit;

Il-2	Mikro
Il-2m3	Mikro
MiG-3	Red Star
Yak-1	Mikro
Yak-1M	Mikro
Yak-7	Mikro(Yak-1M)
Ya-1/7 alternative	windscreen
Yak-3	Hasegawa
LaG-5	Co-Operativa
LaGG-3	Red Star/Emhar
La-5FN (Open)	Italeri
La-5FN (Closed)	KP
La-9/11	MPM
Po I-153	SMER
I-16	Hasegawa
SB-2	FROG
Pe-2	Italeri
Il-4	Zvezda
Il-10	KP



Each one of these canopies is thin and crystal clear and will certainly make a vast improvement on those in each kit.

I thoroughly recommend this, and any other set in this range, to all modellers. I know that many of you do not like working with vac-formed canopies, but they really are a simple addition that will add so much to your models. This set retails for around £9.95 in the UK and it

can be obtained from sources such as Hannants, ED Models and Avia Imports.

My thanks to Falcon for the review sample.



New Sets from Eduard

A selection of etched brass detail sets from this source has made their way to us from Four Plus UK. There are fifteen sets in all, seven in 1/72nd scale, seven in 1/48th and a solitary one in 1/32nd.

Starting with the 1/72nd scale sets, the first is 72-223 and it is for the PZL P.23 Karas. This set is designed for the Heller/SMER kits and it comprises two frets. One has 120 pieces on it, while the other contains 33. The set also contains an acetate film for the instrument panel. You get a completely new cockpit interior, all made up from brass and containing the instrument panel. The gunner's positions are both supplied as is the perforated upper decking between the pilot and rear gunner's position. Externally you get the ring & bead sight, the crew's access handles, new wheel hubs and a complete set of bomb shackles.



The excellent UH-34D Sea Horse from Italeri gets a lot of interior detail thanks to 72-224

1J/HJ Skyraider and the set is designed for the Hasegawa kit. There is one fret containing 72 pieces and the usual acetate film. Detailing comprises details for the cockpit interior including the new instrument panel and each side console. Externally you get the cowl flaps, details for the undercarriage doors, oleo legs and tail hook. Smaller details include the handles for the canopy and static wicks for the wings.

The Revell 1/72nd scale F-89D/J Scorpion gets the treatment next, as set 72-228 deals with this kit. The set comprises one large fret of 70 parts and an acetate film. The details in the cockpit interior consist of completely new seats for the pilot's and radar operator's positions. There is also a new instrument panel for both positions and new side consoles etc for the main cockpit tub. Externally you get details for the exhaust pipes, various aerials and pitots for the undersurface and a complete set of



The A-1J/H Skyraider from Hasegawa may not have been out for long, but set 72-227 is already available for it



The F-89D/J Scorpion from Revell can be updated with the details offered on 72-228

decelerons for each wing.

Set number 72-229 is next and this is a universal set which offers WWII styles of seat belts for US types. The small fret has 70 pieces on it and this allows you to make up the early lap-strap style or the later 'Sutton' style harness.



A generic set of US WWII style seat belts are offered on 72-229

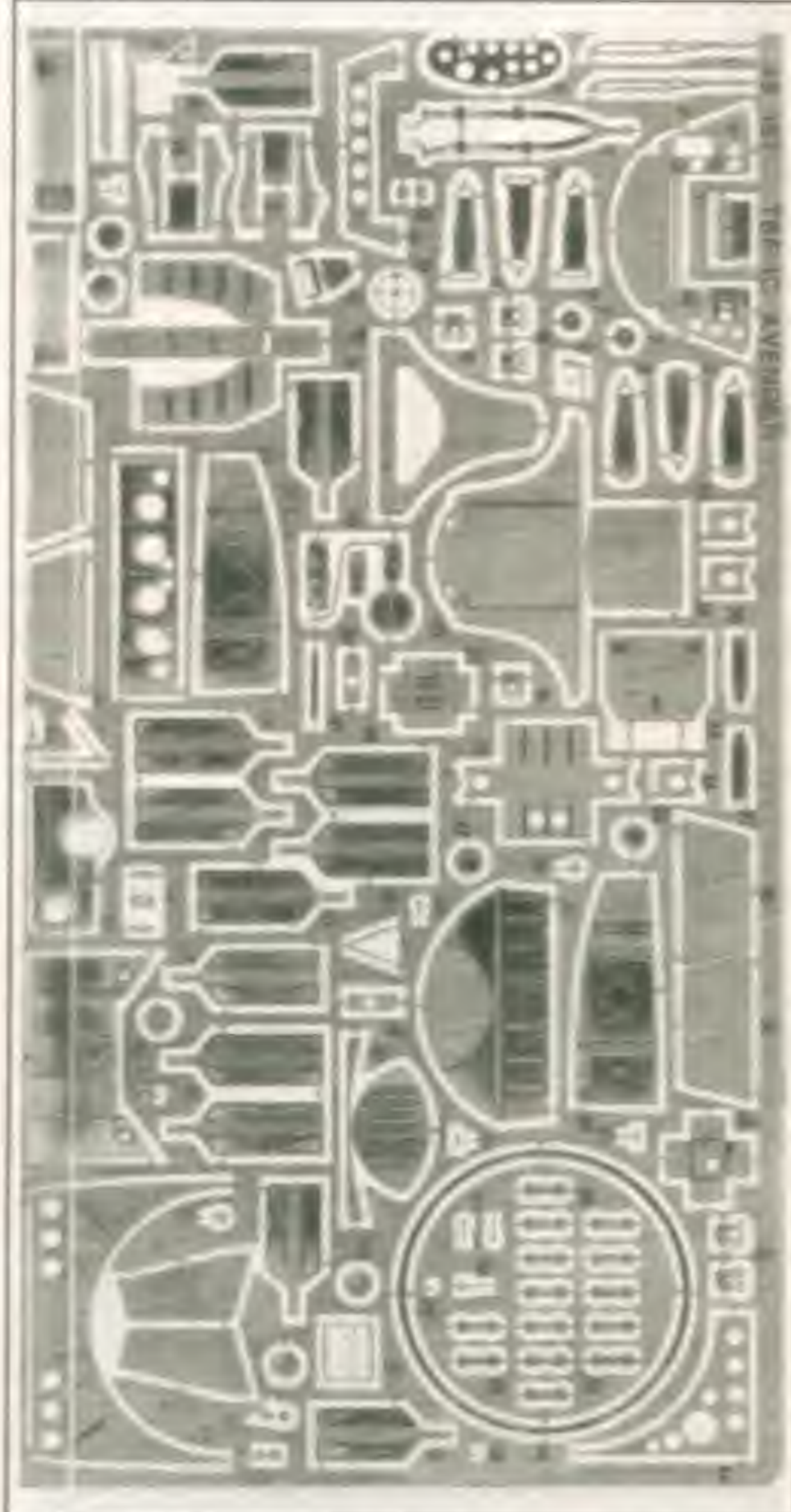
Set number 72-230 is next and this is for the Focke Wulf Fw 190D-9. Designed for use with the Hasegawa kit, this set contains one fret of 38 pieces and the acetate film. A completely new cockpit tub, side consoles, instrument panel and rudder pedals are included, along with seat belts. A strap for the drop tank is included along with the head armour for the canopy, undercarriage torque links and separate flaps.

The final 1/72nd scale offering is 72-233 and it is for the Brewster Mod 339 Buffalo. Designed for the Hasegawa kit this set comprises one fret of 70 pieces and the acetate film. A completely new

cockpit interior is included along with all the main and auxiliary instrument panels. A new pilot's seat comes complete with seat harness. Both styles of head armour are included in this set and there are also both Dutch and American styles of gun sight. Externally you get an ignition harness for the engine, bomb racks undercarriage doors and separate flaps.



The excellent little Brewster Buffalo can be enhanced with the use of 72-233



If you must add more detail to your Accurate Miniatures TBF-1C, then set 48-187 is for you

Moving on to 1/48th scale now, the first set on offer is 48-187. This is designed for the Grumman TBF-1 Avenger and for use with the Accurate Miniatures kit. The single fret contains



The 'Dora' Fw 190 by Hasegawa can be detailed with set 72-230



At last some detail for the lovely Heller PZL P.23 Karas are available on 72-223

The next set is 72-224 and this is for the UH-34D Sea Horse. Designed for the Italeri kit, this set comprises one etched fret containing 140 pieces and an acetate film. The set offers a new cockpit interior, seats, the single machine gun for the French version and all the seats etc for the main fuselage. Externally you get detail for the tail rotor, main rotor blades, all the screens for the nose and various other antennas and shackles etc.

Next comes 72-227, this is for the A-



Set number 48-190 is designed for the Modelcraft F-82 in either its E or G version

110 pieces and details included are a new instrument panel, side console details, a new pilot's seat complete with harness, a lap strap for the gunner's seat and various details for the rear gun position. Other details include various panels for the rear hatch area, handles, barrel and ammo feed for the ventral gun. The other details in the set are various bits for the bulkhead of the bomb bay, wheel well sides and finally the cowl flaps.

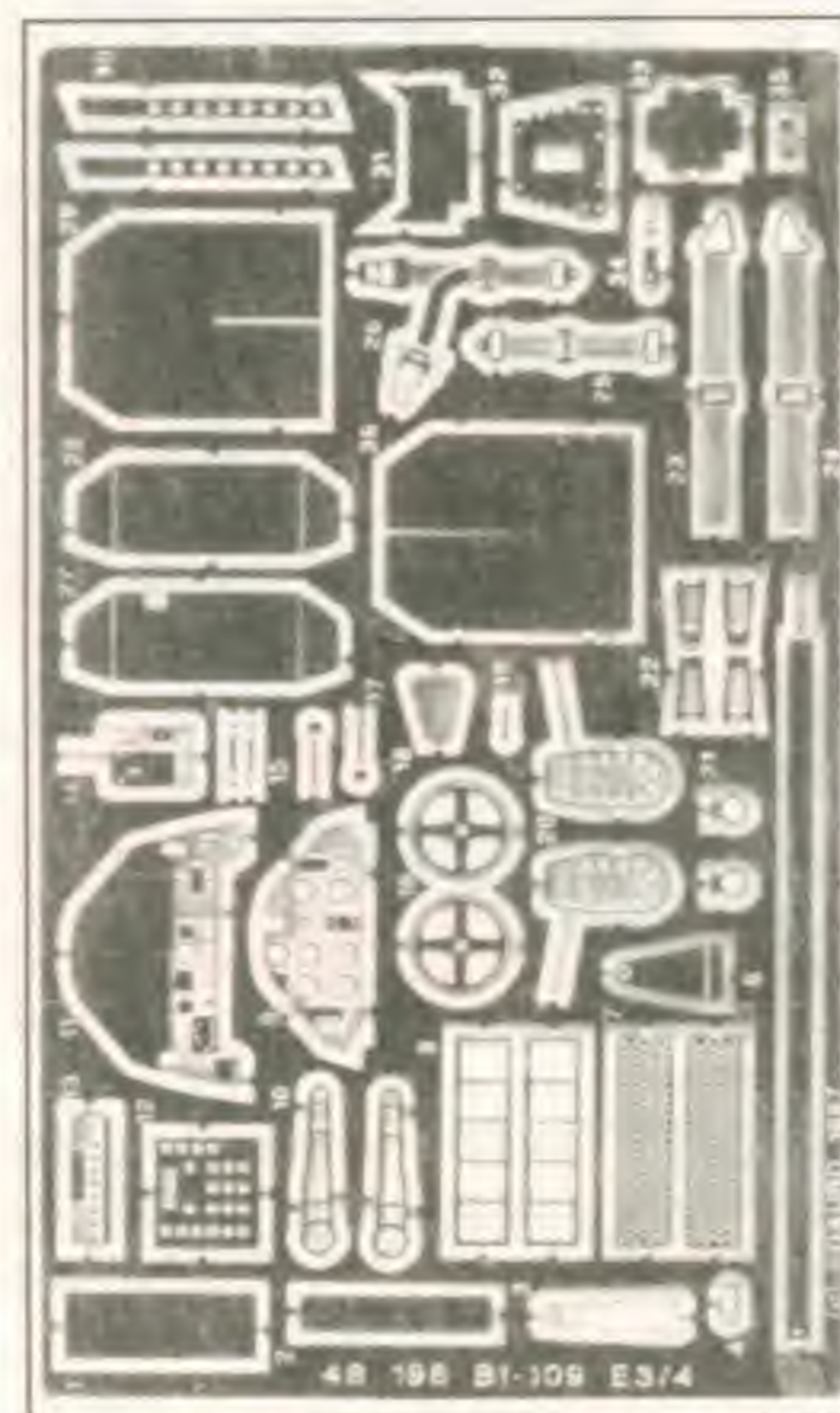


The Birdcage Corsair from Tamiya can be detailed further thanks to 48-194

Next comes sheet 48-190 and this is for the F-82E/G from Modelcraft (Not Tamiya as listed on the packaging!). There are two frets in this set, one of 78 pieces and the other of nine. There is also an acetate film with four instrument

panel backings. Full cockpit interior is offered with two sets of instrument panels (one each for the F-82E and F-82G), side consoles, pilot's seat, floor and rear view mirror. Externally there are doors for the tail wheel, torque links and undercarriage door detail and finally various panels for the fuselage sides.

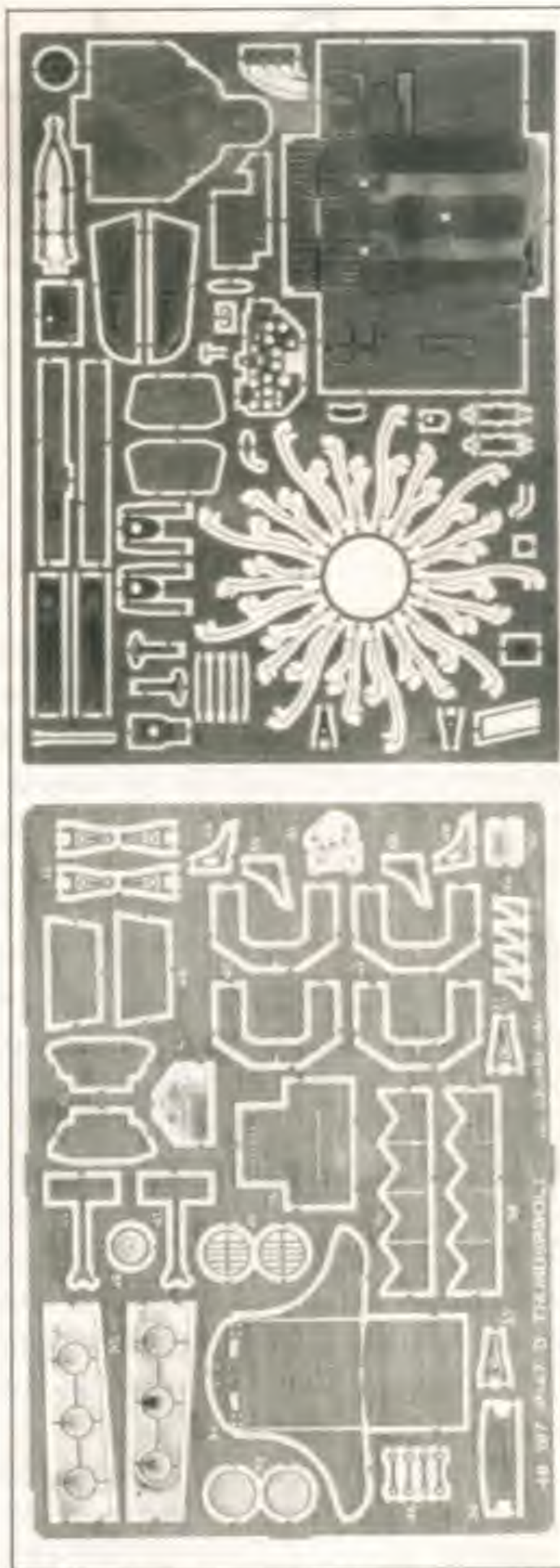
Set 48-194 is next and this set is for the Tamiya F4U-1 'Birdcage' Corsair. There is just one fret and that comprises 74 pieces. Detailing in the cockpit is limited to the smaller handles etc, as the kit's interior is good enough as it is. There is a new seat complete with harness and there is also a new instrument panel complete with the acetate backing film. An ignition harness for the engine is included, along with new tail wheel doors and details for the main wheel doors. Final details include all the linkage for the trim tabs, torque links and fixtures on the main oleo legs, the torque link of the tailwheel and hook and finally the fins and nose pistol for the bomb.



The Tamiya Bf 109E-3 is the recipient of set 48-196

We move on to a Luftwaffe type with the next set, as it (48-196) deals with the Tamiya Bf 109E-3/4. This set contains one fret of 50 pieces as well as an acetate film. Cockpit detail includes a new instrument panel, various side console details, rudder pedals, seat harness and frame, canopy release latch and finally the framework in the windscreen. Externally you get the torque links for the main oleo, matrix for the radiator, the strap for the fuel tank, the tie-down eyes for underneath each wing and finally the fins for the bomb.

Moving back to an allied type now, set 48-197 deals with the P-47D Thunderbolt and is designed for the Hasegawa kits. This set consists of two frets one containing 42 and the other 40 pieces plus the acetate film. A complete new cockpit interior is made up of etched brass and it includes a new seat and harness, instrument panel and side wall detail. Externally you get the screens for the oil cooler, ignition



Either of the Hasegawa P-47D's can be detailed using 48-197

harness for the engine, new tail wheel doors, ribs etc for the wheel well interior, torque links, bomb rack shackles and the fins for the bombs.

We stay with an American subject for the next set, as it deals with the P-51B Mustang. This set, 48-199, comprises one fret of 54 pieces and of course the usual acetate film. Designed for the Tamiya kit, this set offers you detail for the cockpit interior including a new instrument panel, pilot's seat and harness and various details for the side walls. Externally you get torque links for the



Set number 48-199 offers additional details for the Tamiya P-51B

oleo legs and finally fins for the bombs.

The final 1/48th scale offering is 48-200 and this too deals with the P-51

although this time in its D version. Designed for the Tamiya kit the set comprises one fret of 60 pieces and an acetate film. The cockpit interior gets a new instrument panel, seat frame and harness, floor panels, side consoles and gun sight frame. The cockpit gets some interior framework and the rearview mirror. The only external details, like the P-51B set, are the details for the oleo legs and the fins for the bomb.



Tamiya's P-51D gets the treatment thanks to 48-200

The final set in this selection is 32-031 and this is for the F-15E Strike Eagle. The set is meant for use with the Tamiya kit and its single fret comprises 46 pieces. Detail is confined to the harness for the ejection seat, rudder pedals, instrument panel handles etc and the frames for the canopy.



Set number 32-031 offers a limited amount of detail for the Tamiya F-15E

Each of these sets retails in the UK as follows:

72-223	£6.45	72-224	£6.45
72-227	£5.45	72-228	£6.45
72-229	£4.45	72-230	£5.45
72-233	£5.45	48-187	£6.45
48-190	£6.45	48-194	£5.45
48-196	£5.45	48-197	£6.45
48-199	£5.45	48-200	£5.45
32-031	£4.45		

All of the above prices are from Four Plus UK and you may obtain all the Eduard range from them.

My thanks to Four Plus UK for the review samples.

Decals

New from Aussie Decals

The latest couple of sheets from this source have made their way to us for review. There are three sheets, all in 1/72nd scale, and they all deal with the P-3C Orion.



The interim scheme of grey and white for the P-3C Orion are offered on sheet A72010 in 1/72nd scale

The first sheet, number A72010, offers serial number and tail markings for No. 10 and 11 squadron machines. Serial numbers 656 to 664 inc and 751 to 760 are included for the nose undercarriage doors. There are notes in regard to the application of serial numbers to squadron

on the instruction sheet, however each batch of serial numbers is grouped to the squadron on the decal sheet only. This is fine in some respects, but it would have



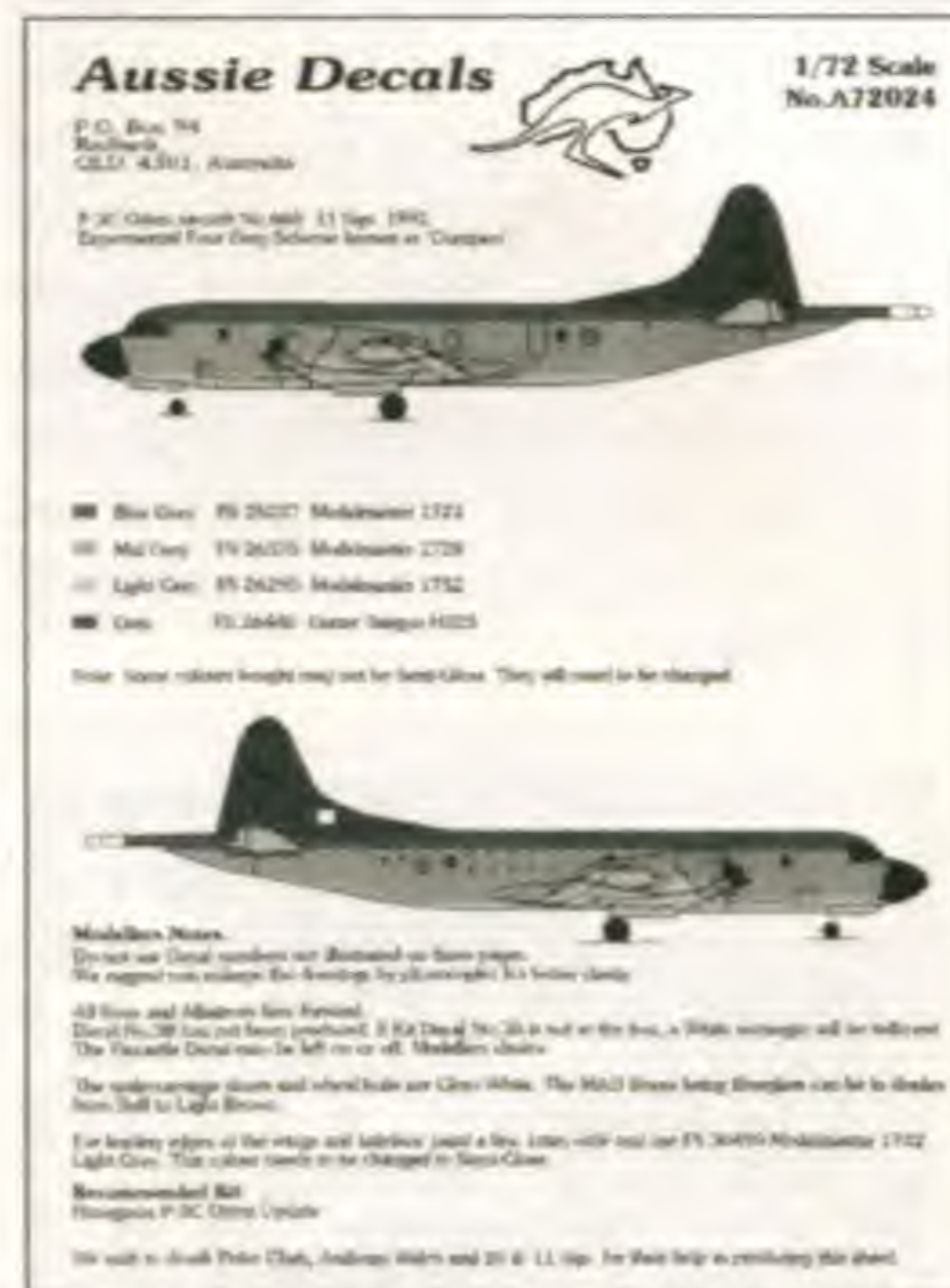
been nice to have had confirmation on the instruction sheet. As well as the unique numbers the one and a half sheet set includes a full set of stencils and national insignia for one machine plus both squadron's tail motifs.

The next sheet is A72024 and it offers markings for P-3C Orion, S/No 665 of No 11 squadron which in 1992 had an experimental four grey scheme known as 'Compass' applied to it. Basically this sheet is identical to the previous one, although the markings seem to be a darker shade of grey and the roundels have no light grey background. The sheet includes all the stencilling for the machine as well as the squadron motif on the tail and an 'Australia Fincastle 1992' logo on the port fuselage, below the nose.

The final sheet is for No 11 and No 10 squadron P-3C Orions. This time the machines are in the overall mid-grey

colour scheme and basically you get the same decals as offered in A72010, although now the images are in a darker grey. The instructions include notes for those machines which had the black radome and even those machines which were involved with the rescue of Tony Bullimore. The sheet includes stencilling for one machine and the door numbers for all the options.

The quality of the decals on each of the sheets is very good, you may have to cut some of the images out, as they are grouped together. The carrier film is thin and a little semi-gloss, but they should not



The experimental 'Compass' scheme applied to a P-3C Orion is offered in 1/72nd scale as sheet A72024



The new overall mid-grey scheme applied to RAAF P-3C's are offered in 1/72nd scale as sheet A72025

give any problems. Overall they offer an excellent selection of markings for the P-3C Orion. The Aussie Decals range is imported into the UK by Hannants and the first sheet reviewed here retails for £5.25, the other two I do not have confirmed prices for, but they should be about £5.80 each.

International enquiries about the Aussie Decals range should be directed to the manufacturer at:

Po Box 94, Redbank,
Queensland, Australia 4301.

My thanks to Aussie Decals for the review samples.

New RAAF Roundels from Tasman

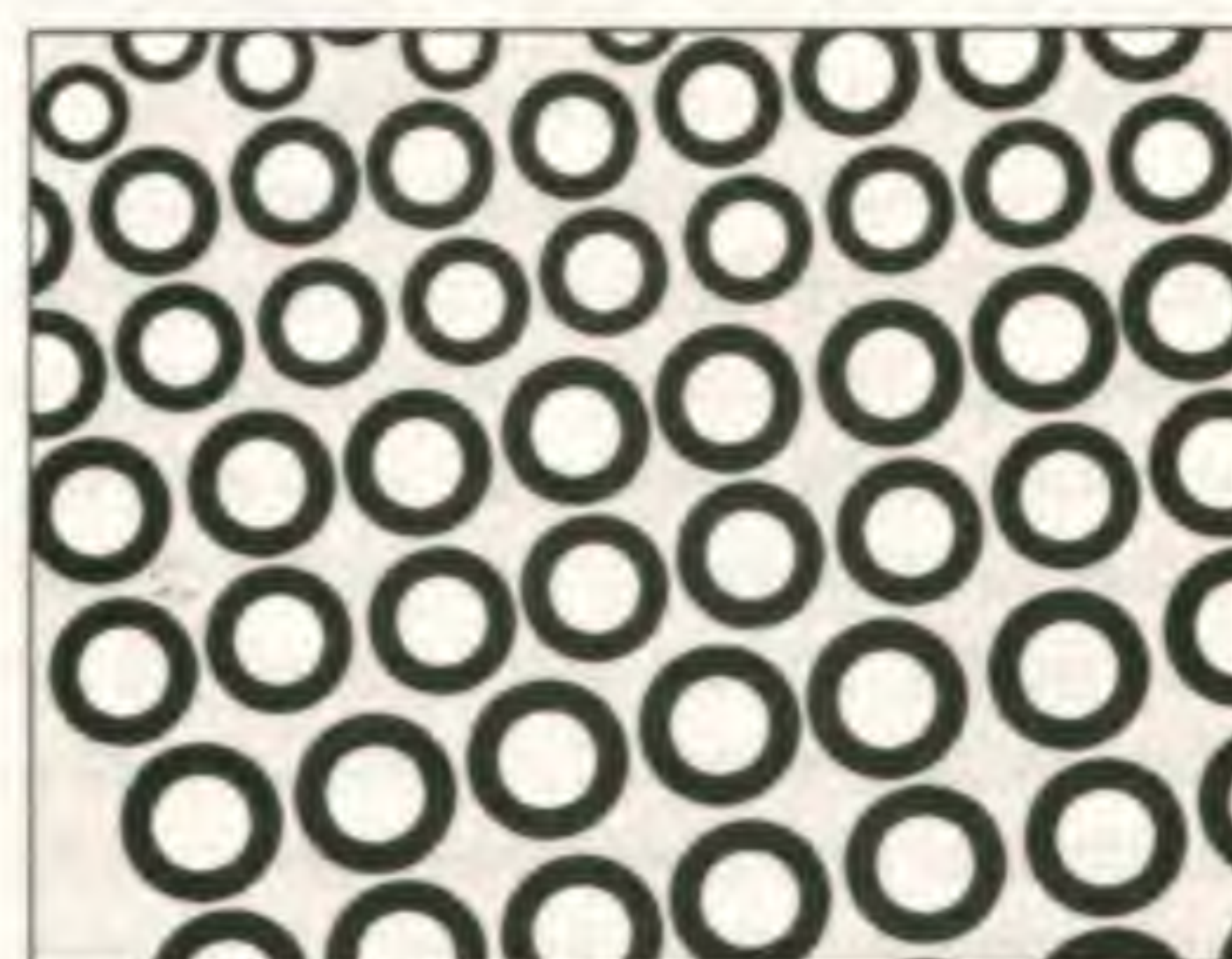
The New Zealand based decal and kit manufacturer Tasman are well known to you I am sure. Recently we received a selection of their new range of RAAF WWII roundels in 1/48th scale. There are four sheets in this selection.



This is the 'semi-weathered' version of the A type roundels in the larger sizes which are offered on CS4802

The first sheet is CS4802 and this offers 30 A type roundels. These roundels are supplied in a semi-weathered form. They can also be purchased in weathered (CS4803) and factory fresh (CS4804) versions. All of these sheets offer the largest sizes, namely 66", 54", 48" and 36" sizes. There are also two lengths of fin flash (also semi-weathered) included.

The next sheet is CS4805 and this offers semi-weathered A Type roundels in 33", 30", 27", 24" and 18" sizes. There are no fewer than 77 roundels on this sheet, excellent value! Once again there



These are the semi-weathered B type roundels which are on CS4805. There are no fewer than 77 roundels on this sheet

are two lengths of fin flash in the same weathered colours. These options can also be obtained in weathered (CS4806) and factory fresh (CS4807) versions.



This little sheet illustrates the difference between the 'factory fresh' (shown here) and the semi-weathered versions shown previously

The next sheet is CS4808 and this offers B type roundels, once again in a semi-weathered form. There are 30 roundels on the sheet and they are offered in 66", 54", 48" and 36" sizes. Once again they can be obtained in weathered (CS4809) and factory fresh (CS4810) forms.

The final sheet in this selection is

CS4811 and this offers the B type roundels in the semi-weathered style. There is 77 roundels on the sheet and two stripes of fin flash. The roundels on the sheet are in 33", 30", 27", 24" and 18" sizes.



The B type roundels in the larger sizes also come in the semi-weathered form on sheet CS4808

As well as the 1/48th scale sheets listed above the options are also available in 1/72nd scale. The large B style roundels come in semi-weathered (CS7203), weathered (CS7204) and factory fresh (CS7205) versions. The second sheet of B types roundels can be obtained in semi-weathered (CS7206), weathered (CS7207) and factory fresh (CS7208) versions. The A type roundels also come in the two size selections. The first is the larger ones in semi-weathered (CS7209), weathered (CS7210) and factory fresh (CS7211) and the other set is the smaller

ones also in semi-weathered (CS7212), weathered (CS7213) and factory fresh (CS7214) versions.

Each of these sheets offers excellent value for money. The idea of offering each in different degrees of weathering as well as factory fresh is sound, as so many modellers now weather their models only to stick bright markings on them! The sheer quantity of markings on each sheet certainly makes them extremely good value for money. The Tasman range is available from a number of companies in



Another mass of roundels (77 in total) in the B type are offered in the smaller sizes on CS4811. These are also semi-weathered

the UK, so a quick scan of the adverts may well indicate those which carry the decal range. Alternatively, and for those international companies wishing to carry the range, you can contact Tasman directly at:

PO Box 14-263, Wellington,
New Zealand.

My thanks to Tasman for the review samples.

New from Daco

The latest selection of decals from this source have made their way to us for review. There is one set of markings in the Daco range, which come in 1/72nd, 1/48th and 1/32nd scales and there are five sets of markings in their 'Astra Decals' range also offered in the three scales.

Starting with the usual Daco range sheet, we have the 1/48th scale sheet and this offers data-stencilling for F-16 Fighting Falcons of the Begium AF. This sheet, 4839, also comes in 1/72nd scale as 7239 and 1/32nd scale as 3239. The sheet includes the



Belgium AF squadron markings and stencilling available in 1/72nd, 1/48th and 1/32nd scale. This is the 1/48th scale sheet (4839)



This is the instruction sheet for 4839

tail flashes for the 349th, 350th, 1st, 2nd, 23rd and 31st squadrons as well as that carried by the OCU squadron. Unique markings for the tail of each squadron are also included as well as a complete set of stencilling for one aircraft. The final items included on the sheet are a set of numbers to allow you to make up registrations as well as two each of the 'FA' and 'FB' prefixes.

Moving on to the 'Astra' decal range the next sheet on offer is ASD-4801 and this offers markings for F-15C/E's operated at USAFE Lakenheath. This sheet offers markings for eight machines and these are also available in 1/72nd (7201) and 1/32nd (3201) scales. The options are as follows:

1. F-15E, S/No. 90-0259
2. F-15E, S/No. 91-0321
3. F-15E, S/No. 90-0262, '48 OG'
4. F-15E, S/No. 90-2 '48FW'
5. F-15C, S/No. 86-0175



Both F-15C's and E's operated at USAFE Lakenheath are offered in all three scales; 7201, 4801 & 3201



These are the instruction sheets for 4801

6. F-15C, S/No. 86-175
7. F-15C, S/No. 86-164
8. F-15C, S/No. 86-0182

Each one of the first four options is Gunship (Dark) Grey, FS 36118, while the others are in Medium Mod Grey (FS 36251) overall with patches of Dark Mod Grey (FS 36176) on the top. All carry the 'LN' Lakenheath tail codes, in both plain black and black outlined in grey.

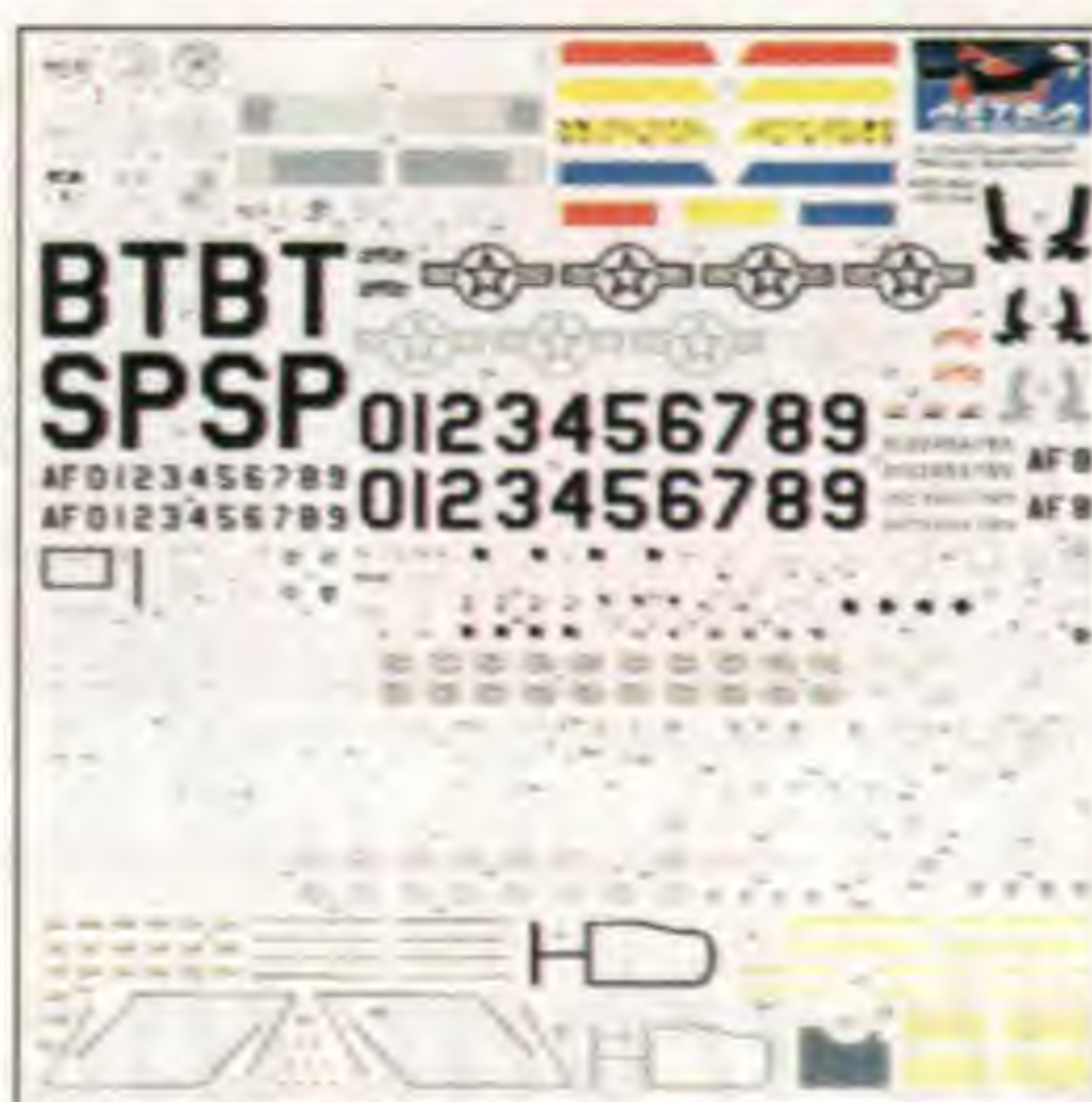
The sheet includes unique markings for each option as well as complete sets of stencilling for five machines. These stencils

are offered in the two different styles necessary, namely black or grey. Tail codes in the two styles are also included, although only enough sets for two machines.

The next sheet, 4802, is also available in 1/72nd (7202) and 1/32nd (3202). It offers markings for F-15C at USAF Bitburg/Spangdahlem and there are four options offered. These are as follows:

1. S/No. 84-022
2. S/No. 84-036
3. S/No. 84-019
4. S/No. 84-027

These machines are Light Ghost Grey overall with patches of Dark Ghost Grey on top. The unique markings and tail flashes for each option are included on the one and half sheets in the set. There is also a set of both black and grey national markings for the machines and a set of 'BT' and 'SP' tail codes.



F-15C's operated at USAF Bitburg/Spangdahlem are offered in 1/72nd (7202), 1/48th (4802) and 1/32nd (3202) scales



These are the instruction sheets for 4802



Three F-16's are offered for USAFE Spangdahlem in 1/72nd (7203), 1/48th (4803) and 1/32nd (3203) scales



This is the instruction sheet for 4803

Stencilling is included for three complete machines, two in grey and one in black.

Next is sheet number 4804 and this too is in 1/72nd (7204) and 1/32nd (3204) scales. This sheet offers markings for F-16C/D Fighting Falcons of USAFE Spangdahlem. There are options for three machines, as follows:

1. S/No 91-407
2. S/No. 90-813
3. S/No. 90-831, '52 FW'

Each of these machines is Light Ghost Grey (FS 36375) underneath, with Medium Grey (FS 36270) and Dark Gunship Grey (FS 36118) on top. The sheet includes markings for each option, along with its tail stripes. There are also two complete sets of stencilling included on the sheet.

Next is sheet number 4804 and once again this comes in 1/72nd (7204) and 1/32nd (3204) scales. The subject of these sheets is the Republic A-10 Warthog of the 81st FS based at USAFE Spangdahlem. There are three options on the sheet, each in the light grey overall scheme. These options are:

1. S/No. 81-973
2. S/No. 81-952
3. S/No. 81-951

Each of these machines is Light Ghost Grey (FS 36375) underneath and Dark Ghost Grey (FS 36320) on top. Unique markings and tail stripes for each of the options are included on the sheet as well as two complete sets of stencilling. The sheet also includes 'AF' and numbers in black and grey to allow you to make up other options if you so choose. The sheet does however

only include one of the fake canopy markings for the undersurface of the nose.

The final sheet in this selection is 4805. This once again comes in 1/72nd (7205) and 1/32nd (3205) scales. The sheets deal with F-15C's of the 57th FS based at USAFE Reykjavic (Keflavik). There are two options on the sheet, as follows:

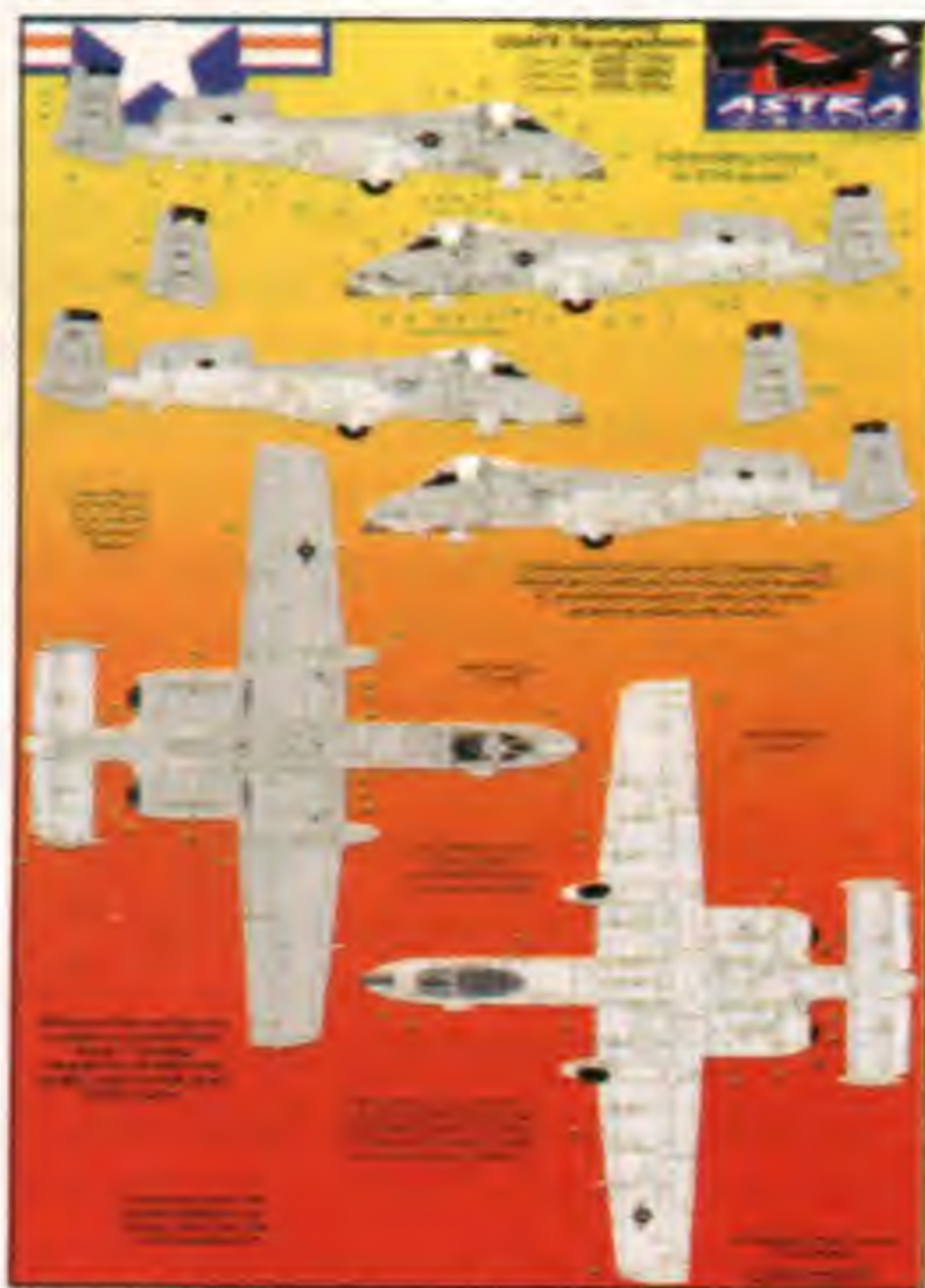


Light grey painted A-10's of the 81st FS based at USAF Spangdahlem are offered in 1/72nd (7204), 1/48th (4804) and 1/32nd (3204) scales

1. S/No. 80-029

2. S/No. 80-057

Each of these machines is Light Ghost Grey (FS 36375) underneath and Dark Ghost Grey (FS 36320) in patches on top. The sheet includes unique markings for each of the two options offered, although there is only one tail 'IS' code. There is stencilling for one machine, although the refuelling point is offered in both black and



This is the instruction sheet for 4804



F-15C's of the 57th Fighter Interceptor Squadron (FIS) are offered in three scales as 7205, 4805 and 3205

grey. Note that the 1/32nd scale version of this sheet does not include any stencilling.

Overall these sheets are of excellent quality. The amount of markings and stencils on each sheet make them good value for money. The colour density and register were excellent on all of them and the carrier film was only just noticeable and is glossy, so they should be easy to apply. As



This is the instruction sheet for 4805

yet I do not have any confirmed UK prices for this range, however all Daco Products can be obtained via Hannants. For all international companies wanting to know more about the Daco range they should contact them at:

Daco Products, Provinciestraat 8,
2018 Antwerpen, Belgium.

Tel: 03/233 25 62 Fax: 03/666 35 47

My thanks to Daco for the review samples.

Fox One Decals from the USA

Fox One decals are a new firm from the USA. The first two sheets they have produced have been passed to us by Meteor Productions.

The first sheet in this selection is available in just 1/48th scale and is number 48-001. It deals with US Navy Phantom MiG killers and there are six options on it. The options are as follows;

- 1. F-4J, BuNo 157269. 'Silverkite 211' of VF-92. This machine was flown by Lt. Curt Dosé and LCDR Jim McDevitt (RIO) during a MiG killing mission over Kep Airfield on the 10th May 1972. This machine is gloss white underneath with Matt Gull Grey on top. It carries yellow lightning strikes on the tail as well as the 'NG' codes and chess piece which was carried there.
- 2. F-4J, BuNo 157307, 'Bandwagon 106' of VF-31 'Tomhatters'. Flown by CDR Sam Flynn and Lt(JG) Bill John (RIO) on the 21st June 1972 when they shot down a MiG during a mission between Hanoi and Haiphong. Once again this machine is in the same scheme as the previous option, although the tail markings are red with the 'AC' codes and the 'Felix' the cat motif on the intake trunks.
- 3. F-4J, BuNo 157299, 'Clubleaf 206. of VF-103 'Sluggers'. This machine was flown by LCDR Gene Tucker and Lt. Bruce Edens (RIO) and downed a MiG during a mission over North Vietnam on the 10th August 1972. Once again this machine is in the same scheme as the previous options, although the nose on this machine is black.
- 4. F-4J, BuNo 155560. 'Silverkite 205' of VF-92 'Silver King' and flown by Lt Curt Dosé and LCDR Jim McDevitt. It is in the same overall scheme as option 1.
- 5. F-4J, BuNo 157280, 'Bandwagon 102'



Six US Navy MiG killing Phantoms from the Vietnam War are offered in 1/48th scale as 48-001

of VF-31. This machine was flown by CDR Sam Flynn and Lt Bill John. This machine is in the same overall scheme as option 3 and in the same squadron markings as option 2.

• 6. F-4J, BuNo 157305. 'Cloverleaf 203' of VF-103 'Sluggers'. This aircraft was flown by LCDR Gene Tucker and Lt. Bruce Edens and is in the same overall scheme as option 2 and in the same squadron markings as option 3.

Unique markings and stencils for each option are included, although there is only one set of national markings and standard stencils.

The final sheet is available in both 1/48th (48-002) and 1/72nd (72-002) scales. It deals with 'Gunfighter' F-4C Phantoms and there are seven options on this sheet. They

are as follows:

- 1. F-4C-24-MC, 64-824 flown by the commander of the 389th TFS, Lt. Col. Robert F. Titus. Although not a 'MiG Killer', this machine carries the 'Gunfighter' emblem on the intake trunk. The machine is in the three colour SEA scheme.
- 2. F-4C-24-MC, 64-776 flown by Maj. Robert D. Anderson and Capt. Fred D. Kjer. This machine is coded AK and is in the three colour SEA scheme. The configurations of the machine for each of its operations are included with the instructions and this actual aircraft is now displayed at Seattle's Museum of Flight.
- 3. F-4C-18-MC, 63-7500, 'BB' 'The Blue Max' and flown by Korean War double ace Col. Frederick 'Boots' Blesse. This machine is in the three colour SEA scheme.
- 4. F-4C-23-MC, 64-759, 'CO', flown by Col. Bob Maloy the commander of the 366th TFW in October 1967. This machine is in the three colour SEA scheme and it carries a green shamrock motif on the vertical tail.
- 5. F-4C-23-MC, 64-803, 'BQ', 'Roadrunner' of the 390th TFW. Once again in the three colour SEA scheme, this machine is not really a 'MiG-killer' although it does carry three red stars on the intakes.
- 6. F-4C-21-MC, 64-660, 'CE', 'Speedo 01' which was flown by Maj. James Hargrove and 1st Lt. Stephen DeMuth. Once again in the three colour SEA scheme, this machine scored the first air-to-air Phantom gun victory.
- 7. F-4C-21-MC, 63-7704, 'CS', 'Speedo 03' flown by Capt. Jim Craig and 1st Lt. Jim Talley of the 480th TFS. This machine was in the SEA scheme and it shot down a MiG on the 14th May 1967 in these markings.

The sheet includes all the unique markings for each option and a selection of stars 'n' bars for four of the seven options. Unique stencils and ejection seat triangles are included, although there are no other stencils.

Each one of these sheets is excellent and all of the images are well printed with good



Six 'Gunfighter' F-4C Phantoms from the Vietnam War are included on this sheet. It also comes in 1/72nd scale as 72-002

colour density. The carrier film is hardly noticeable and as the printing is done by Microscale you will be aware of the overall quality. I do not know of a UK source for the range as yet, so if you want to know more about the range you will have to contact Meteor Productions (address elsewhere). International companies wanting information should also contact Meteor.

My thanks to Meteor Productions for the review samples.

Airliner Options from Liveries Unlimited

The American firm of Liveries Unlimited produce decals for airliners. A selection of some of the range have been sent to us by Meteor Productions, who distribute the range. There are three in this selection, two in 1/144th scale and one in 1/200th scale.

Starting with those in 1/144th scale, the first is sheet number A4-110 and it deals with the Boeing 727-100/200 in Eastern Airlines colours. This sheet offers the 'hockey stick' scheme with the 'whisperjet' markings on the tail. This scheme is a classic of the 1960's and is very colourful with the American Revolution Bicentennial logo that was carried on either side of the fuselage during 1975 & 1976. The decal sheet includes windows for the 727-25, -25C and -225 versions. Codes for N8848E, a -225 version, are included on the sheet but it also includes separate numbers and letters to allow you to make up any other of the list of options included on the instructions.

The next sheet is A4-115 and this offers you a Trans World Airlines scheme for the Boeing 767-200/300. The scheme depicted is the new version which was applied in 1995 and is very striking. The main fuselage is dark blue underneath with the red and gold cheatlines separating the white upper section. Codes for N604TW and EI-CAL/CAM are included, as well as separate numbers and letters to allow



Very colourful options for Eastern Airlines Boeing 727-100/200 are offered in 1/144th scale on sheet A4-110

you to cover all the machines flown with this scheme. The instruction sheet includes details on the positioning of the windows for each type as well as details of how to convert the Revell 767-300 to the -200 version.

The final offering in this selection is in 1/200th scale. This sheet, A2-055, deals with the 747's operated by Thai Airways. This company operated 747-200, -300 and -400

versions and they were all basically white overall with the famous orchid in pink, purple and gold on the tail. These colours also form the cheatline down each fuselage side. Registrations and names for all of the machines operated by Thai Airways are included as well as decals for the windows.

Each of these sheets looks superb, the decals are glossy and the colour density looks



The other option in 1/144th scale is for TWA Boeing 767-200/300's and they come on sheet number A4-115



The single 1/200th scale sheet is A2-055 and this offers schemes for the Boeing 747-200/300/400's operated by Thai Airways International

good. The carrier film is very thin and I suspect that these markings will conform to the model very well, although you may have to be careful how you handle them. The sheets reviewed above are available in the UK and retail for £6.25 each. For American and world enquiries you can contact the following source:

Meteor Productions, PO Box 3956.

Merrifield, VA 22116, USA.

Tel: 703 591 0652 Fax: 703 591 3996

My thanks to Meteor Productions for the review samples.

New Fw 190 Markings from KommanDeur Decals

Many of you will have recalled the first issues of this manufacturer's limited production decals (See Vol 2 Iss 11 Page 674). Well, the first three sheets which were covered in that review, were to 1/48th scale and have now been released in 1/72nd scale. These are product numbers 7201FD, 7202FD and 7203FD. They have also released a new sheet in 1/48th scale and it once again deals with late war Focke Wulf Fw 190's.

This sheet is product number 4701FW and it deals with aircraft operated by JG 26. There are four options and they are as follows;



The Fw 190D-9, D-11's previously offered in 1/48th scale are now available in 1/72nd as 7201FD

• 1. Fw 190A-8, 'Blue 6', W/Nr. 175140 of 8/JG26. This machine was found by Canadian troops at Melsbroek, Belgium and was booby trapped, exploding when moved by American troops on the 3rd Sept 1944. This machine was RLM 74/75/76 with over spray of RLM 83 on the nose, fuselage sides and tail.

• 2. Fw 190A-8, 'Brown 9', W/Nr. 730995 of 7/JG26. This machine was RLM 74/75 over RLM 76 with a black spinner.

• 3. Fw 190D-9, 'Brown 4', W/Nr. 500647 of 7/JG26. This aircraft was found at Hustedt on the 8th May 1945. It has the large metal tail of a Ta 152H and is one of only three such D-9 so fitted (as far as photographic evidence proves). This machine is in a real mish-mash of colours. The nose is RLM 81 on top and RLM 76 underneath, the fuselage mid-section is RLM 84 with RLM 82 on top, while the tail after the Reich Defence band is back to a mottle of RLM 82 on 76. The wings for this machine are camouflaged with RLM 75 and 83. The underneath is a combination of bare metal on the wings with the undercarriage doors, ailerons and patches in



The latest sheet from KommanDeur covers Fw 190's of JG26. This is the instruction sheet for the 1/48th scale version (4701FW)



The other sheet of Fw 190D-9's and D-13's which were offered in 1/48th scale have now been covered in 1/72nd as 7202FD

RLM 76. The lower rear fuselage is RLM 84 and the underneath of the nose is provisionally shown as RLM 76.

• 4. Fw 190D-9, 'Black 3', W/Nr. 210239 of 6/JG26. This machine was shot down south of Wesel, Germany on the 9th February 1945. It was painted RLM 83 with RLM 75 oversprayed onto the RLM 76 lower surface. The actual under surface colour is unknown. The tail is RLM 75/81 over RLM 76 and the nose upper panels are a dark RLM 81. The spinner is black with a white spiral and the



The final 1/48th scale sheet of Fw 190D-9's and D-11's that are now in 1/72nd scale is 7203FD

machine has black and white Reich defence bands on the rear fuselage.

The decal sheet includes all the unique markings and national insignia for each option. There is also a complete set of stencilling included at the bottom of the sheet. Each image is excellent, with good colour density and register. Carrier film is only slightly evident and each image is nice and shiny, so they should settle down easily on the model. This sheet is also available in 1/72nd scale on sheet 7201FW.



This is the decal sheet for the 1/72nd scale version (7201FW) of 4701FW

All of the KommanDeur range is imported into the UK by Arba Products and you can obtain more information from them at:

Arba Products, 16 Bishopscote Road, Luton, Bedfordshire. LU3 1PE

International enquiries about the range should be directed to the manufacturer at:

KommanDeur Decals, PO Box 4083, Oceanside, CA 92052-4083, USA.

Fax: 619 940 9559

My thanks to KommanDeur for the review samples

News Update Special

IPMS/USA Convention



The English Contingent

Arba Products

Because some of the resin kits produced by this firm are actually cast in the USA, they had a selection of newer products on display at the event.



The newest item that was for sale was the 1/48th scale Bv 155. This kit comprises seventeen resin, twenty white metal and one vac-formed clear part. It had just been released at the event and was selling for \$80.00. I do not have a confirmed UK price for it as yet, although we have been promised a sample of the kit as soon as it is available.



Also on display was the new 1/48th scale Bristol Blenheim. This kit will be available soon and will allow you to make the Mk 1, 1f, IV or IVf versions. Detail in the kit is excellent and production will hopefully start soon.



Also on sale on their stand were the 1/48th scale Ta 283 and the Hs 132.

Reheat



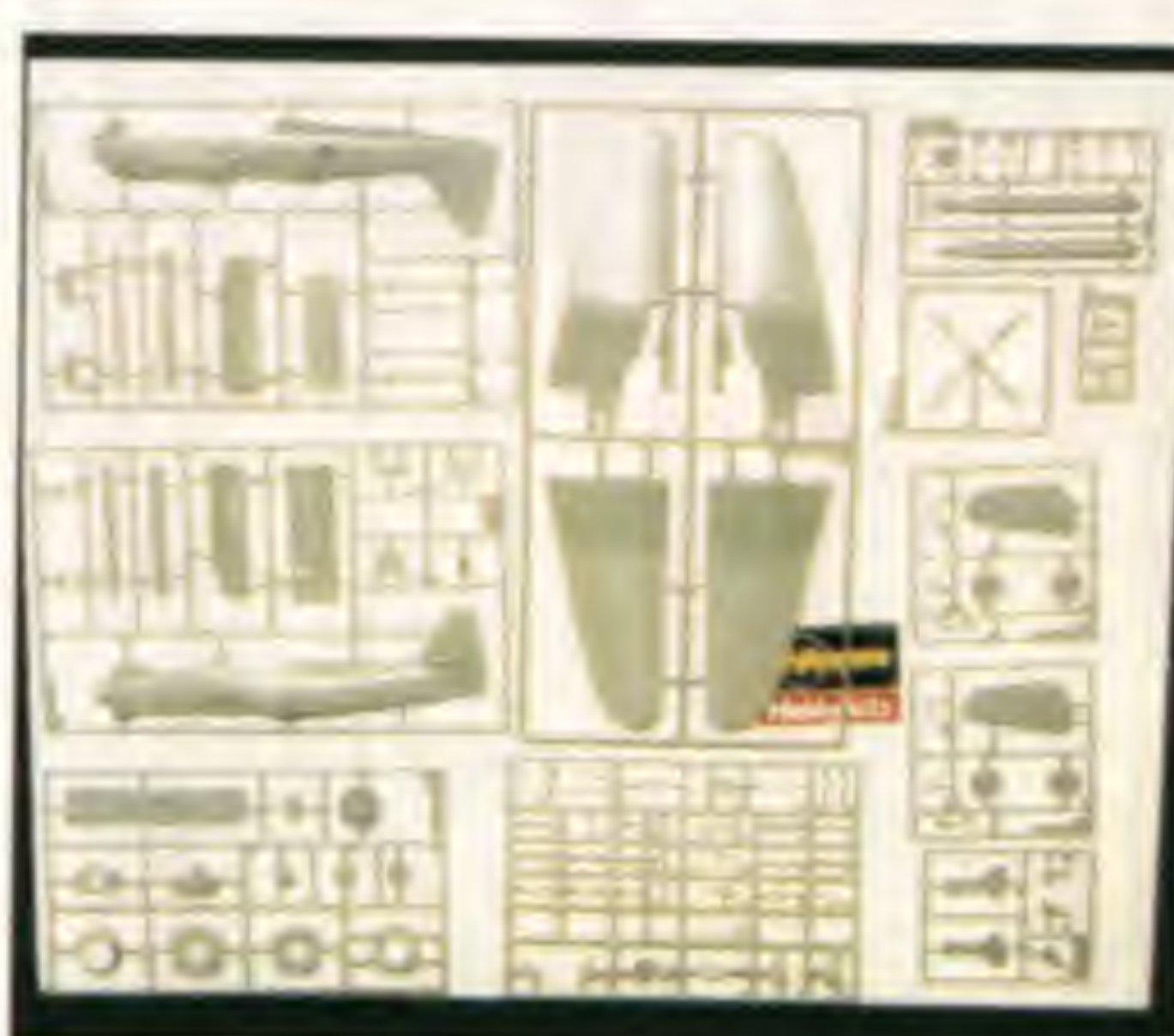
Mike was over for the event as usual and he had a number of new etched sets along with some instrument dial faces etc. The best items however were the new 1/48th scale recovery tractors suitable for the Me 163. Two versions are available. The one which utilised inflatable bags to lift the Me 163 and the other which uses hydraulic arms. Each kit is resin and white metal and retails in the UK for £29.95. They are worth it!

The American Contingent

Hasegawa



On the Marco Polo stand the most striking thing was the all-new tooling of the Grace in 1/48th scale. A built up example (unpainted) was on display along with the sprues of the kit. The kit looks good, although I have some reservations about the upper decking profile forward of the canopy.



Boxes for a number of new kits were also on display. Along with the Grace there was the Bf 109G-6, which we have received from the UK importer (Amerang) for review (See Preview P). The Hellcat has been reissued with FAA markings and the P-47D is now in RAF SEAC markings depicting a Thunderbolt Mk 1. The Raiden kit has now been issued with the markings which for many years were included in the 1/72nd scale kit, the interceptor marking with the yellow lightning bolts on the fuselage sides.



In 1/72nd scale there were two boxings of the new Dewoitine D.520. We already have one version from the UK importers, but the other depicted was the Vichy machine as expected. Going by the aircraft on the box top this kit does not include the anticipated red and yellow tail stripes which I am sure many modellers would have expected in this version.



The Hurricane was there, resplendent in its new Yugoslavian AF markings and the new AH-1S Cobra was there. A built up example of the USAF example

was in the cabinet and the box art was for the forthcoming 'JGSDF' version, complete with sharkmouth. The A-1H Skyraider was shown in two forms, the first being the 'special bomb' version which depicts a USN machine carrying a toilet under one wing (well, they said it could carry everything!) and the other in Vietnamese markings. Also on display was the G4M2A Type 1, Model 24 'Betty' kit.



A real oddity noted was the first two of a new series of kits from Hasegawa. The kits themselves are not new, but what they contain is. Each kit will come complete with a pre-painted canopy! Now knowing that this is still one of the problem areas with any kit construction, and considering how disastrous it can be to new modellers, I feel this is a neat idea. There are many new ways of dealing with canopy frames on the market of present, but all are aftermarket products purchased at additional cost to the model. The inclusion of these pre-painted frames in a large number of Hasegawa kits will, I am sure, endear them to a number of

modellers and may even encourage a few new ones on board (which is no bad thing).



The Cobra Company

A relatively new firm, this company normally deals with update and conversion sets for helicopters. They have recently moved into resin sets of separate control surfaces for a number of kits, the AD-5 Skyraider in 1/48th scale being the first.

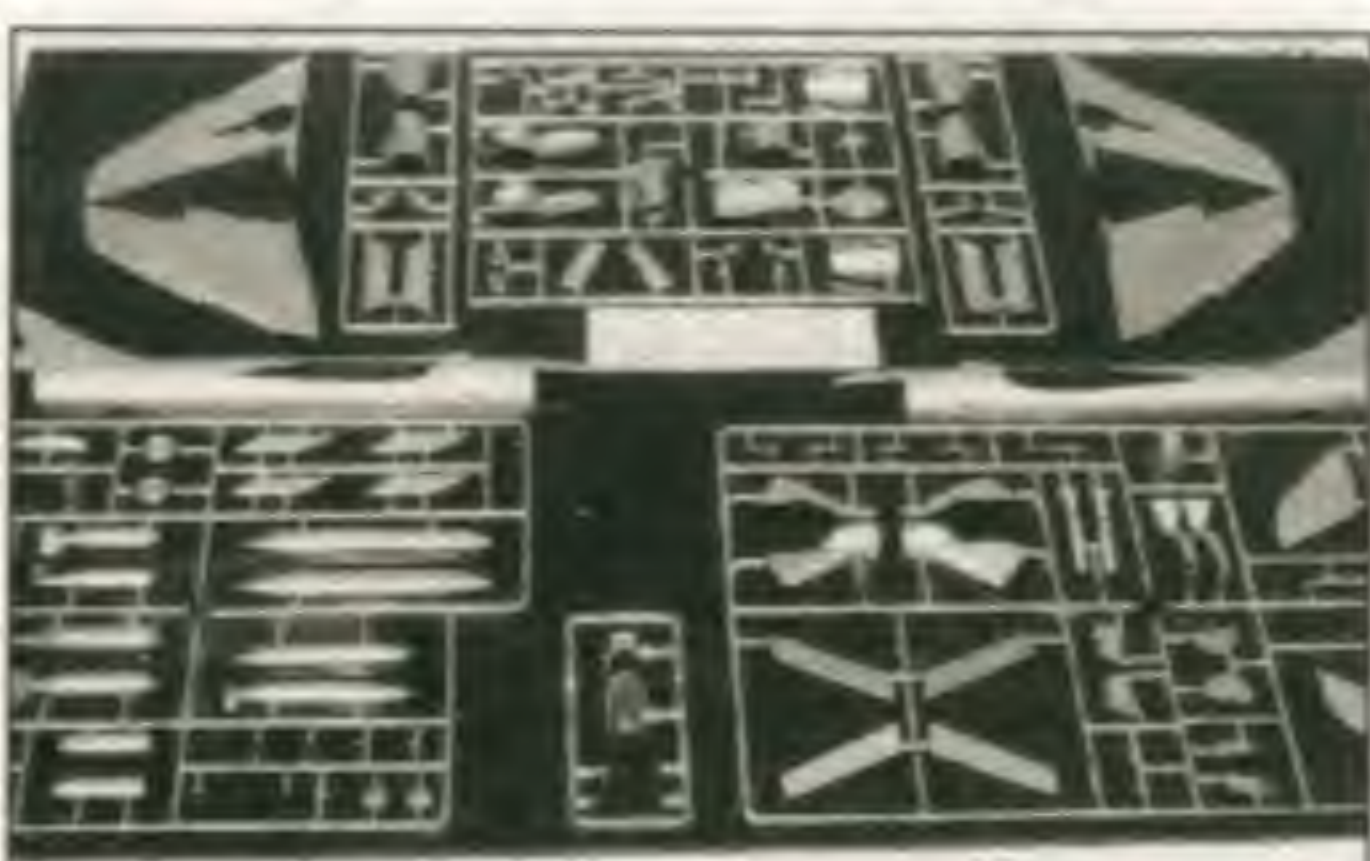


The most recent additions to the range are for the SH-2 Seasprite and the AH-1W. There are two sets for the SH-2, both being designed for the Matchbox kit which was recently reissued by Revell. One is a full interior update (CC48004), while the other is an exterior detail set (CC48005). The other set, CC4006, is a cockpit update set for the AH-1W Whisky Cobra in 1/48th scale and it is designed for the Italeri kit.



We will bring you full reviews on these sets next month.

Academy



Many people, myself included, hoped that the new 1/48th scale Hunter F.6 would be available at the event. In the end however this proved not to be the case, as the kit was due for shipment later in the month. Built up versions of both the F.6 and FGA.9 were on display. The complete sprue layout for the F.6 was also on display and it looks as if it will be a beautiful model. The FGA.9 should be released in September and I believe that the UK price has been set at just £13.99 each. No news was forthcoming on the P-47D, or the MiG-21's, so it may well be that these are going to be later in the year.



Also on display was the box art for the latest boxing of the Boeing B-29 kit in 1/72nd scale. As 'Enola Gay' has already been produced by the firm they are now about to release the other atomic bomber; 'Bocks Car'. The kit should be released in September and the UK price should be £25.99.

Minicraft



The sprue layout for the new 1/48th scale F4U-5N Corsair was on display. This all-new tooling will hopefully be released in September and with an anticipated retail price of just \$15.00, I can only hope this will equate to a UK price of around £10.00.



Built up examples of the Lockheed Super-G Constellation and Douglas DC-6 were also on display. These too are due very soon, the UK price for each being set at £8.99.

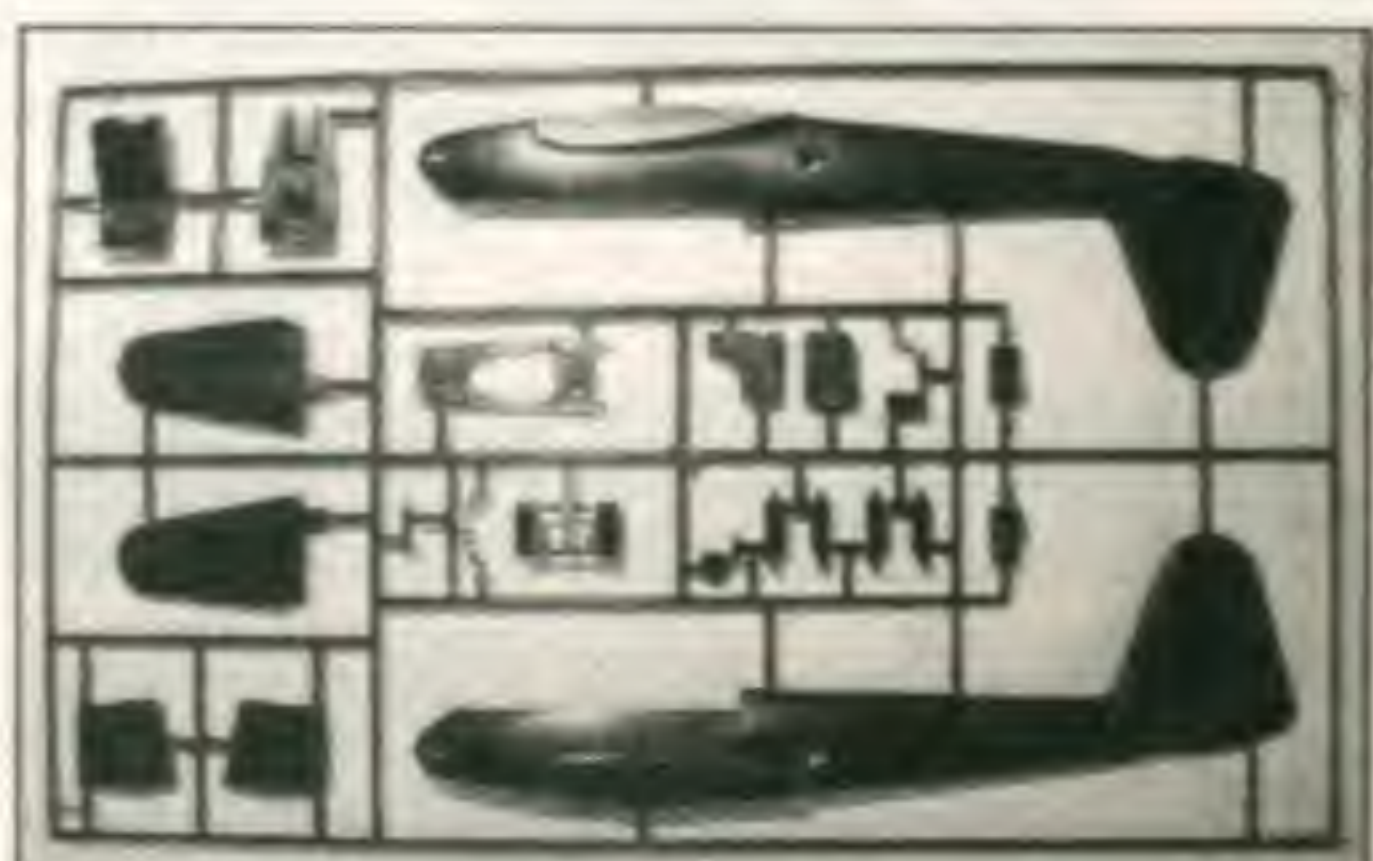
Monogram



A smaller display than usual was put together by Monogram, although samples of the Helldiver, Me 410 and P-47N were all present. The P-47N was apparently delayed while corrections were made to the engine cowl and cockpit interior. The kit itself looks excellent and the updates in the cockpit and the detail in the engine are excellent.



The Helldiver was there as a built-up example, there were no sprues. The detail looks very good and the kit will indeed feature the dive brakes as etched items. These looked like steel, which could be a real hassle (remember Trimaster bits!), however they may well be nickel plated brass like Eduard now use. The etched parts will not be confined to the brakes however, as an ignition harness for the engine, seat belts and various sundry fittings are included on the fret.



The best thing for me was that the sprues for the new Me 410B-2 were on display. The model comprises 126

pieces and 14 in clear. The kit itself features the ventral bomb bay door separately, a mass of interior detail, separate barbettes, two figures, weighted main wheels and a very complex multi-part canopy which will allow you to display it open. Overall the quality of the mouldings and detail could not be faulted, let's see how it builds! Hopefully the kit will be in the UK by October.

HiPM

The next kit from this source will be the Heinkel He 100D in 1/48th scale. The kit is limited-run injection moulded plastic and test shots of the wings were on display. These looked good and apparently it is hoped that this kit will be on sale in the not too distant future.



The firm also advised me that once current stocks of the Vindicator are sold, the kit will be retooled to incorporate some improvements which have become possible as they have developed their injection techniques.

Accurate Miniatures



The new 1/48th scale Douglas SBD-3 and SBD-5 Dauntless were on display and these were literally being shipped as the show was going on. We have since received our samples (See Preview) and I can assure you that they are well up to what we had hoped. Full build articles on these kits will appear in a future edition. The SBD-1 version is due once the Stormoviks are released.



The Stormoviks are very near to reality and hopefully these are not too distant in regard to worldwide release. All three versions were on display as built up kits at the event and they are most impressive - also very big in this scale.

KMC



Kendall Model Company Inc had a number of armour sets on show at the event but one of the items that caught my eye was the new F-104 Starfighter update set in 1/32nd scale for the Hasegawa kit. The resin update sets comprise a new cockpit interior and a resin ejection seat. The level of detail and finesse is apparent especially when you know that the master pattern maker's favourite aircraft is - yes, you guessed it, the F-104!

Tamiya



Tamiya America were at the event and with them they had most of the new kits for next quarter of 1997. The nearest to release is the Aichi M6A1 Seiran. This was actually at the event in its completed kit form, as you and I will be able to purchase it. A look at the

instructions show that this kit is well up to Tamiya's usual high standards. The kit comes complete with a beaching trolley and each float features one of the shiny tubular weights we have all come to know. The breakdown of the parts on the bagged sprues, lead me to assume that the land based version, the Nanzan, will be released later.



In 1/72nd scale both the Seiran and Nanzan have been announced and both were on display as built-up kits at the event. The Seiran is scaled down from the 1/48th scale version and even includes that beaching trolley.



Also on display as a built-up kit was the Beaufighter in its Mk If version, complete with 'arrow head' and wing antenna. The thing which had your editor gawking however was the built up version of the He 219 in 1/48th scale. The model was based on a test shot and although I have some serious reservations about its shape, I will not make any comment until I have seen a production example. The model will feature the entire cockpit floor in metal, to reduce the problem we have all encountered trying to get any He 219 on its undercarriage, namely that there is no room in the nose for weights!



The final item on display was the 1/32nd scale McDD F-4J Phantom. This kit should be released before too much longer and it will feature markings for three USN machines, two crew figures and all the weapons and drop tanks to hang under its wings.

Pend Oreille Model Kits



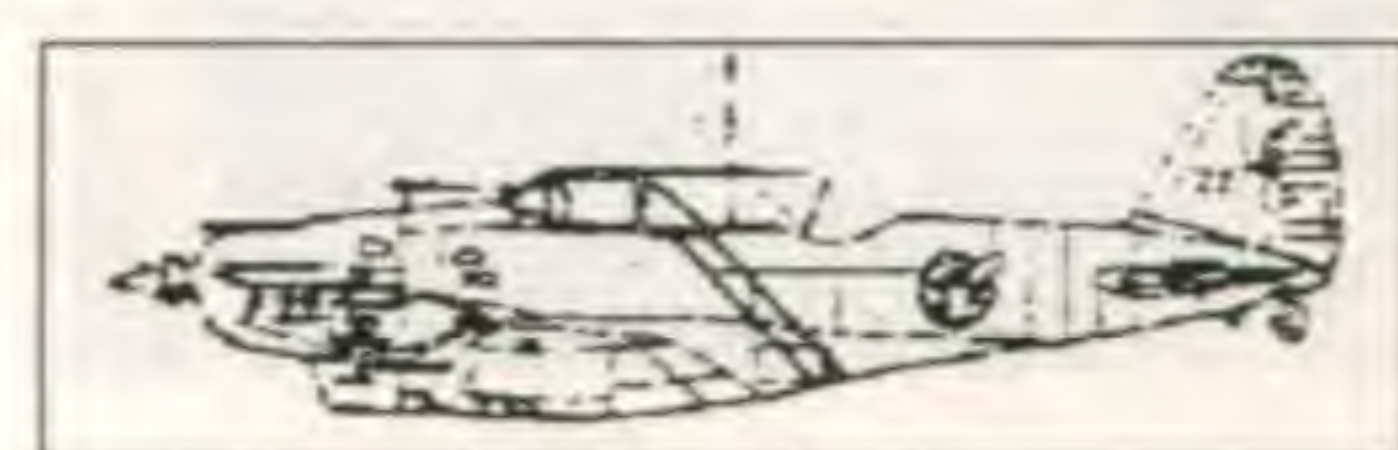
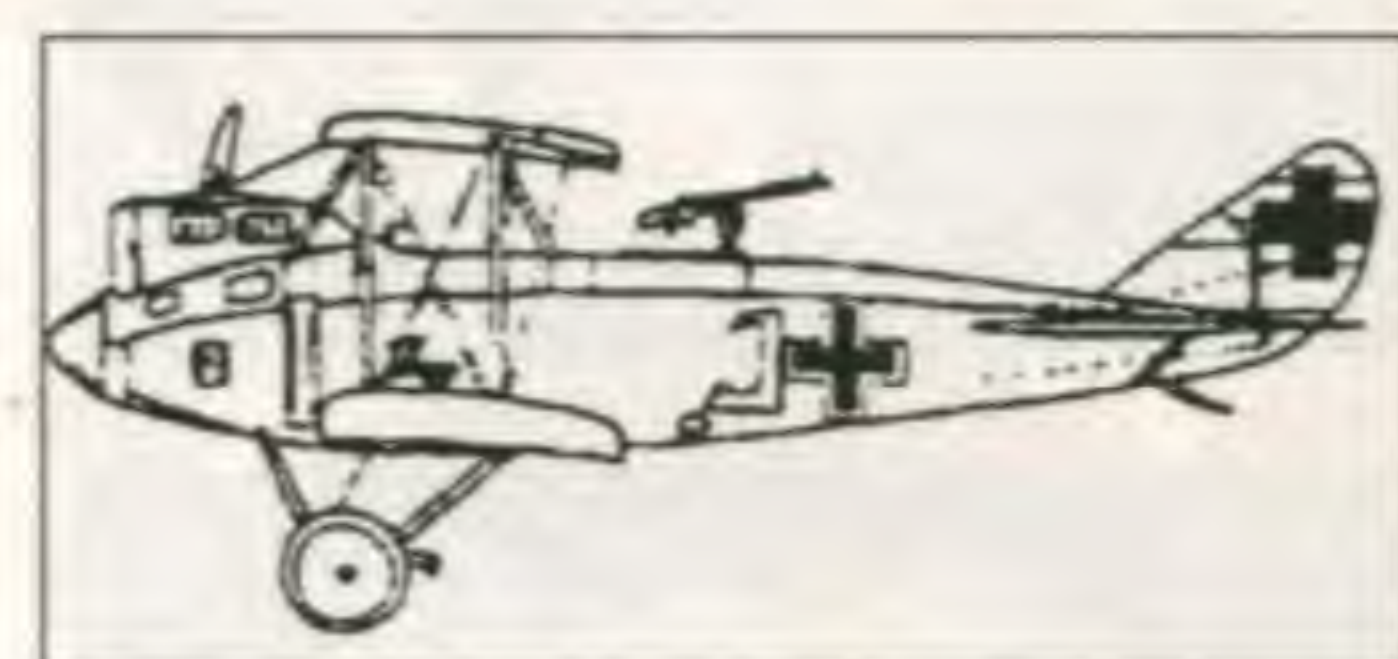
The latest couple of resin kits from this source include the Mureaux 115 (\$75.00), AU-1 Corsair (£59.95), F4U-7 Corsair (\$59.95) and the Dewoitine D.527 (\$55.95) all to 1/48th scale. Each kit is resin with metal detail parts and vac-formed clear canopies.



Each kit was extremely well cast and detail and fit were excellent. The company also offers a wide range of accessories and kits in both 1/72nd and 1/48th scales. If you want to know more about them contact them at:

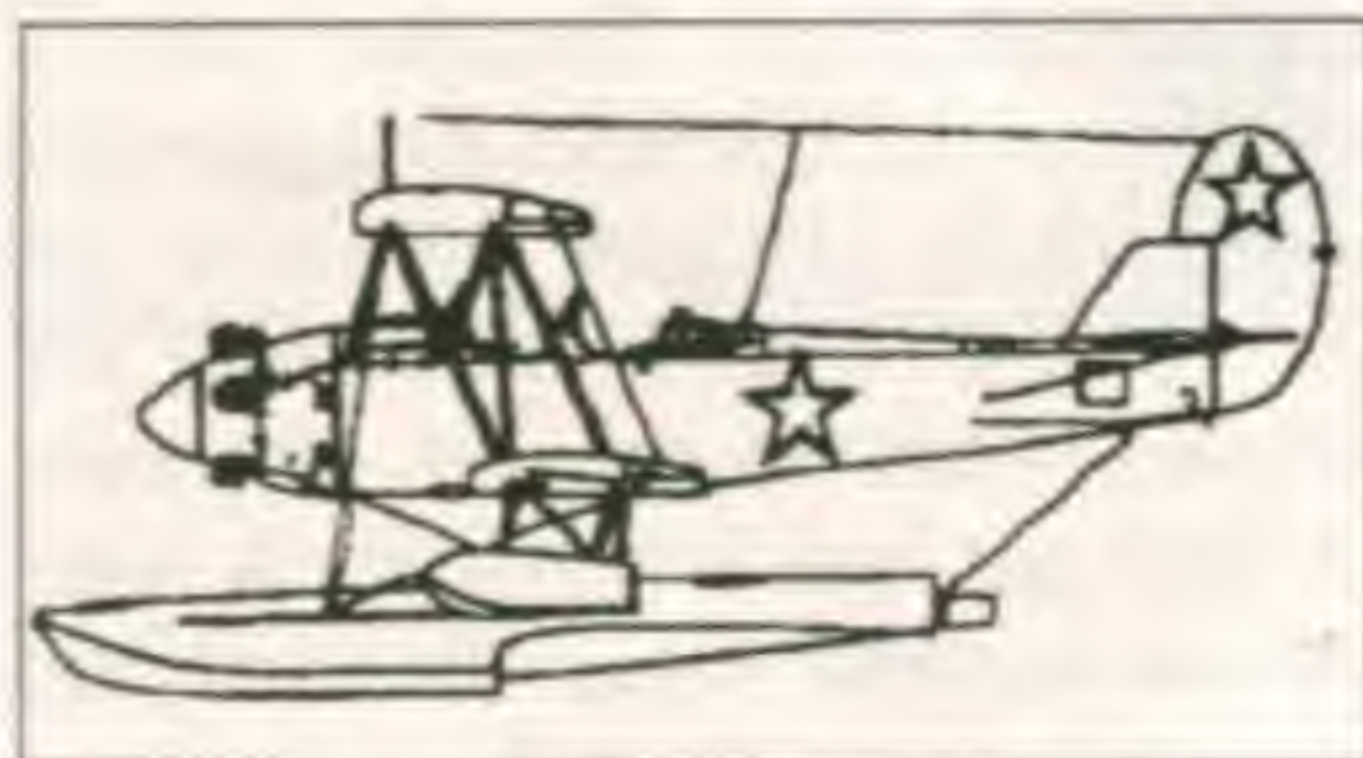
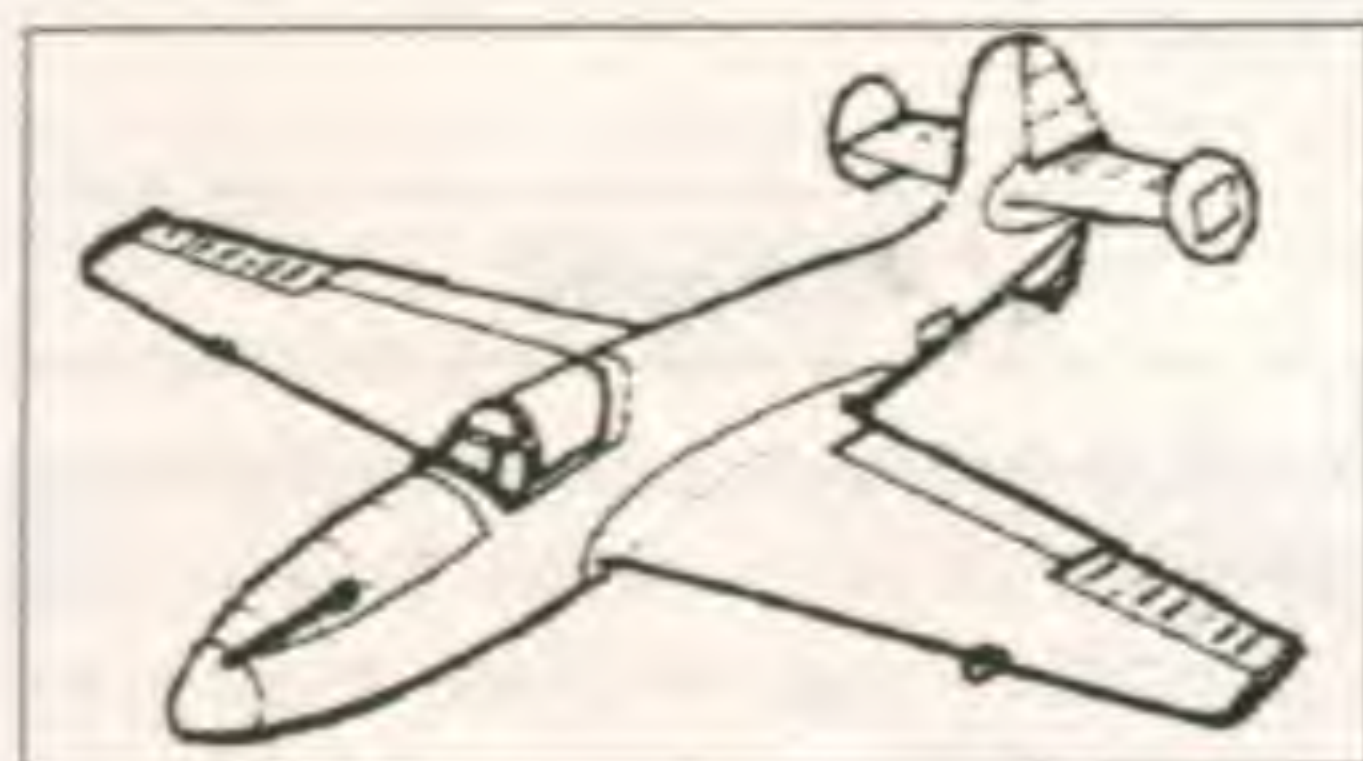
704 Black Road, Box 249,
Usk, WA 99180, USA
Tel/Fax: 509 445 0114

Sierra Scale Models

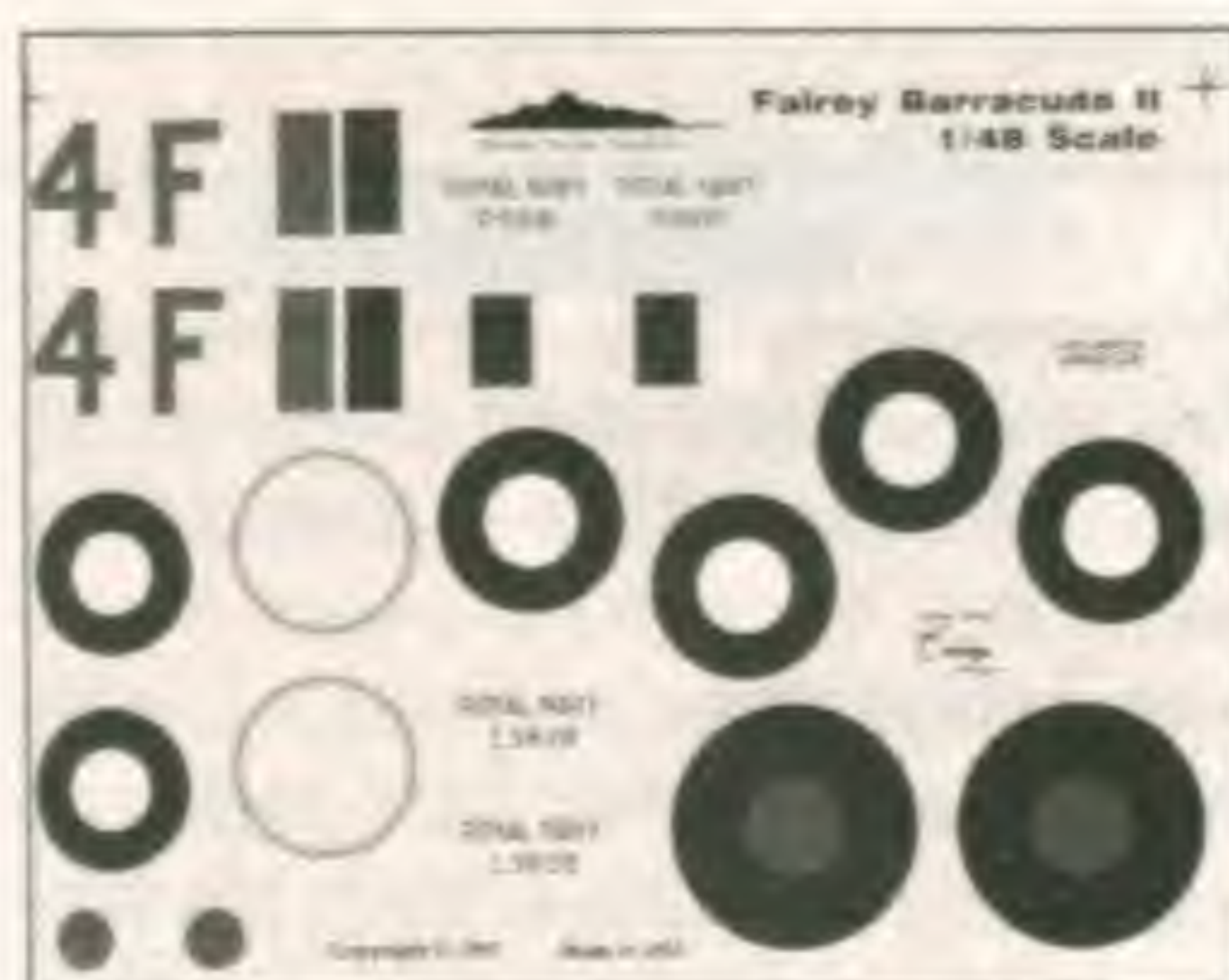
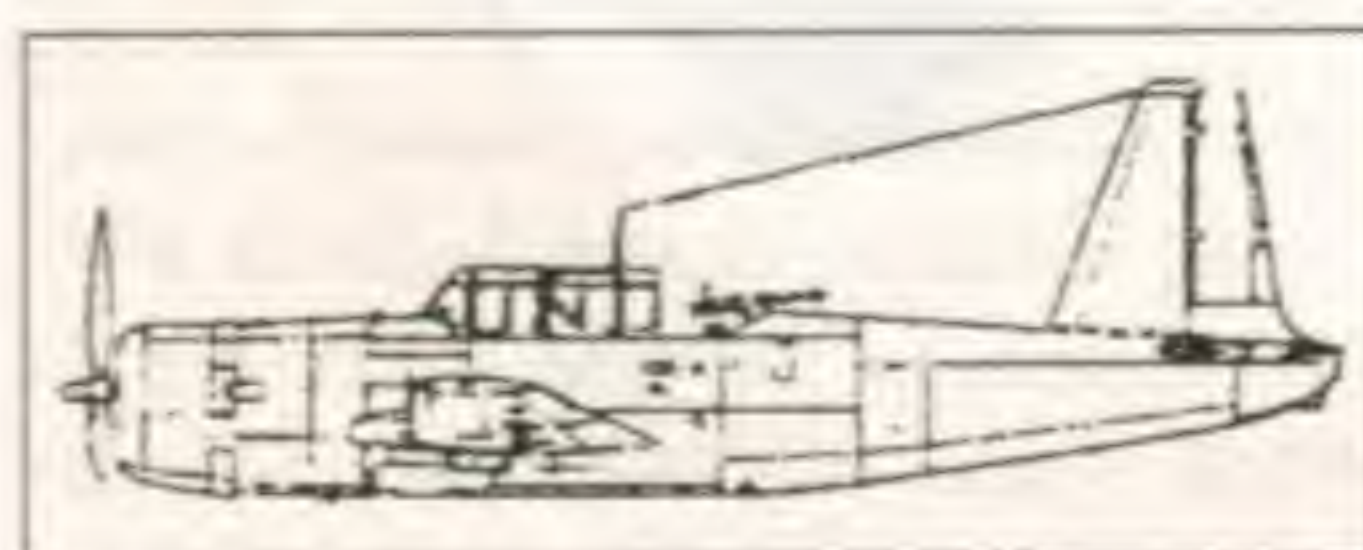
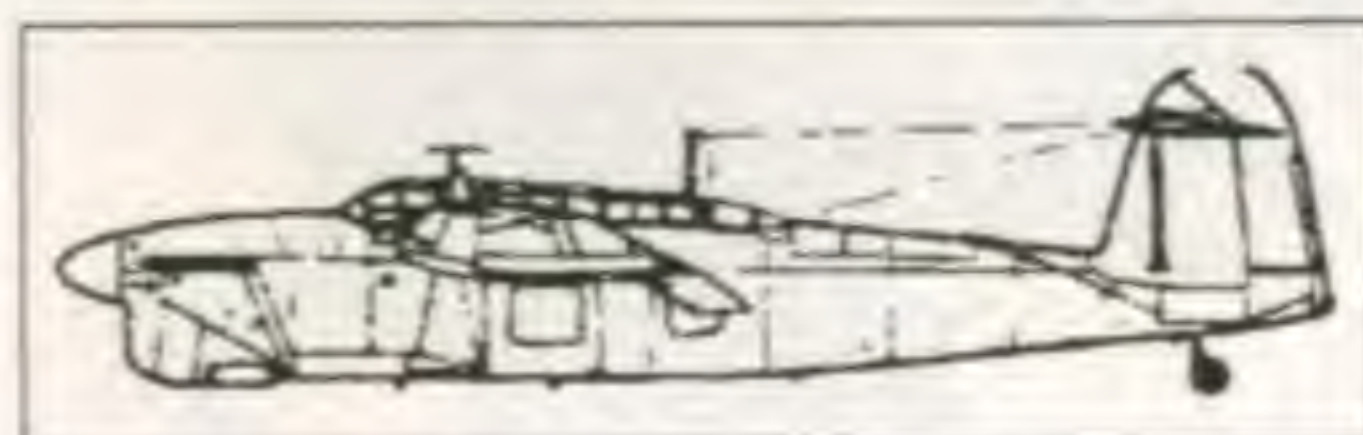


The latest kits from this source are the DFW C.V in 1/48th scale. This kit, which retails for \$22.95, features vac-formed main components with either white metal and/or injected detail parts. Also new in this format is the Consolidated P-30 (\$29.95), the BI-1 Russian rocket interceptor of WWII (\$19.95) and the Polikarpov Po-2 which comes with floats, wheels, skis and ambulance pods. We have samples of the last two kits and will bring you a

review of each in a future edition.

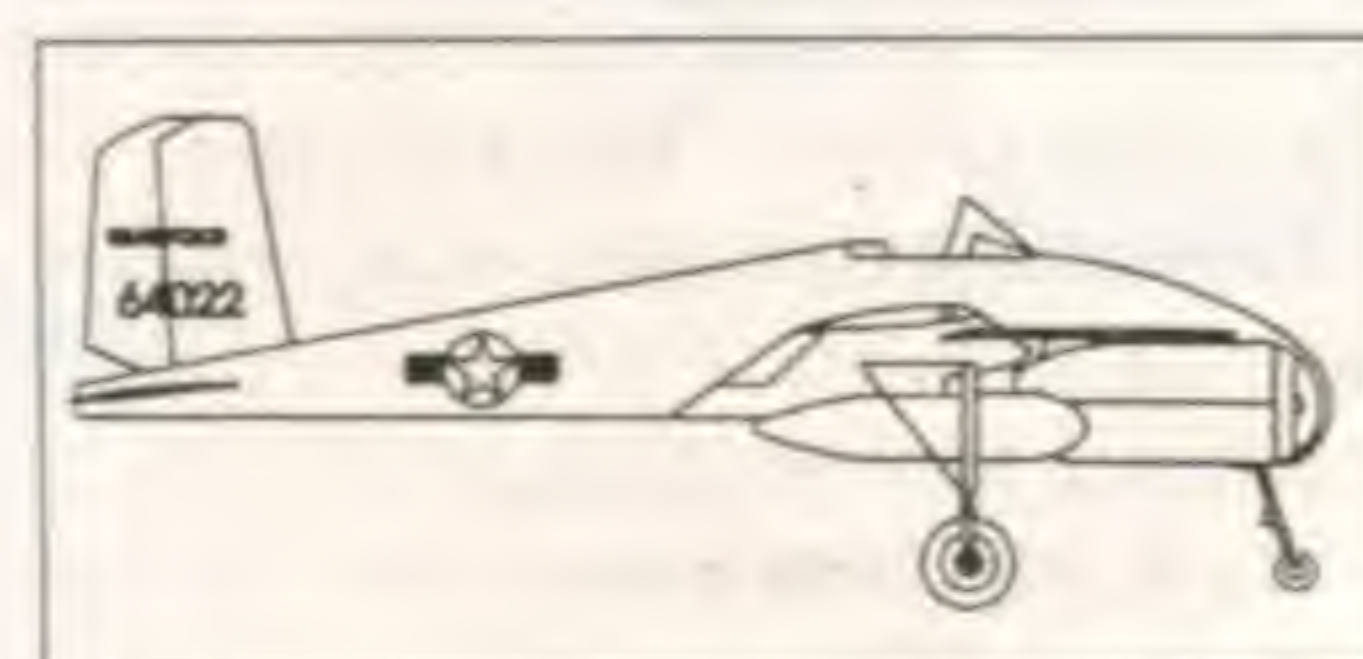


New for 1997 from this source will be the Fairey Barracuda and the Vultee Vengeance, both to 1/48th scale. Each vac-formed kit will feature white metal and injected detail parts and decals. The decal sheet for the Barracuda is already printed and the sample I have shows that two options will be included in the kit; LS628 and P9981.

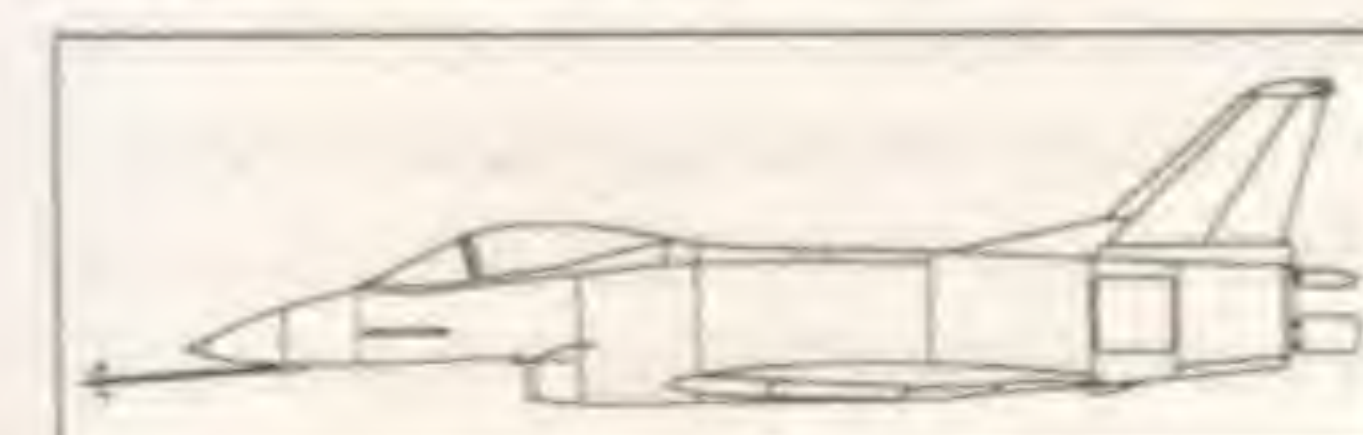


If you want to know more about Sierra Scale Models contact them at:
910 Indian Hills Drive,
Elizabethtown, Kentucky 42701,
USA

Sharkit



A new name to us, this French firm produce limited production resin kits. Mostly they seem to deal with rockets etc, however they have released a kit of the Bell X-14 in 1/72nd scale and due in September will be a kit of the Rockwell-MBB X-31.



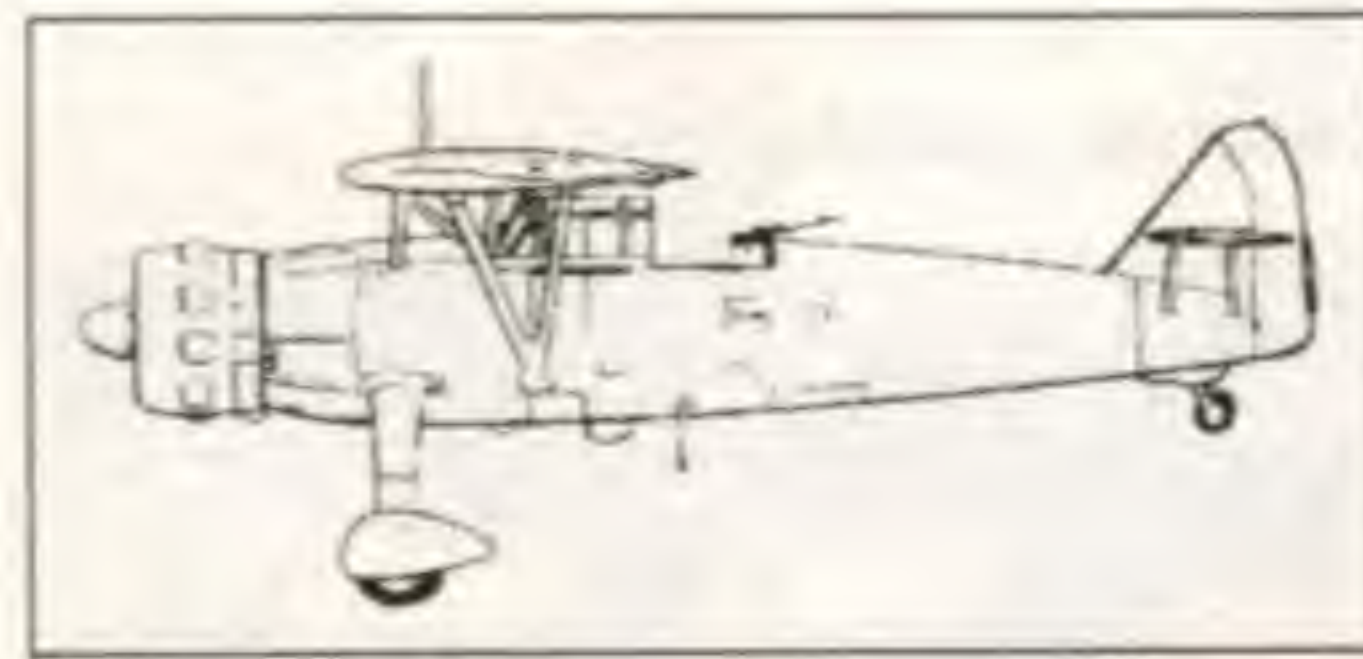
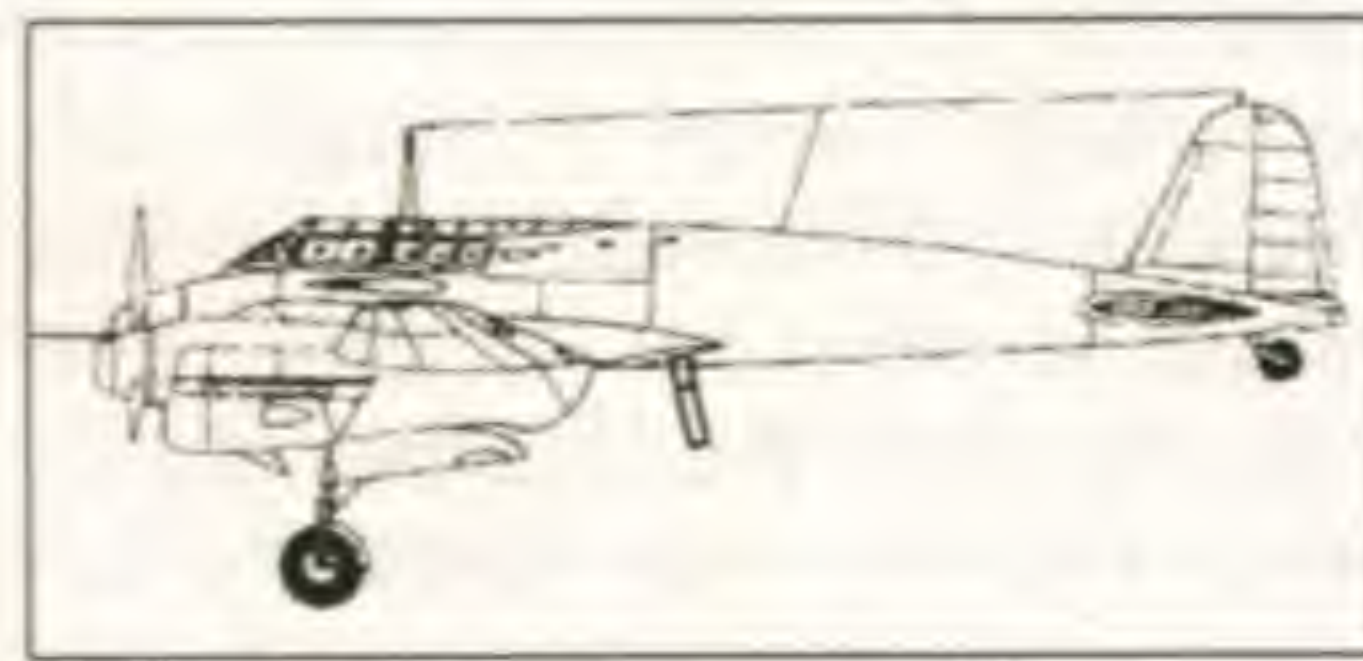
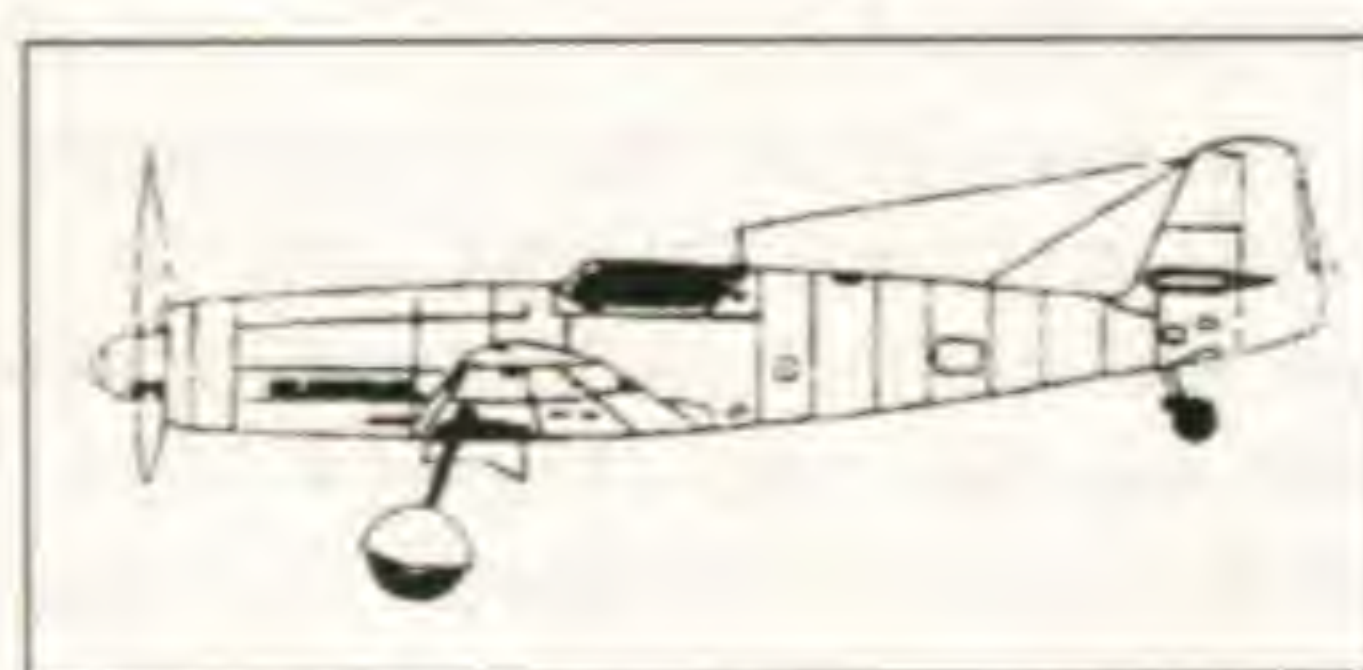
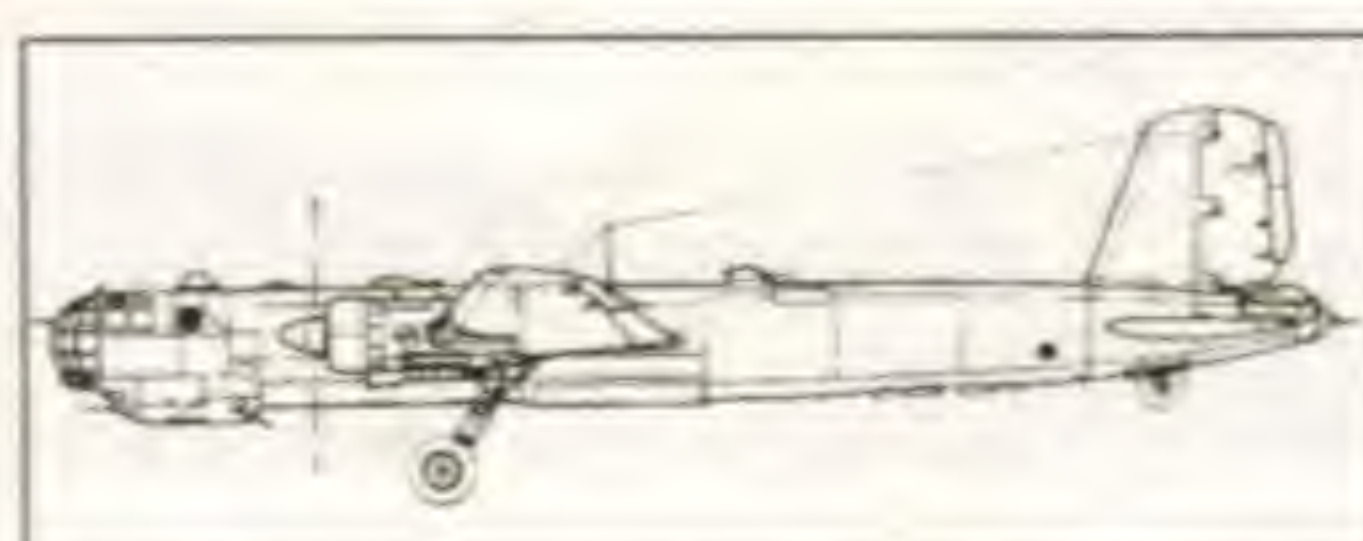
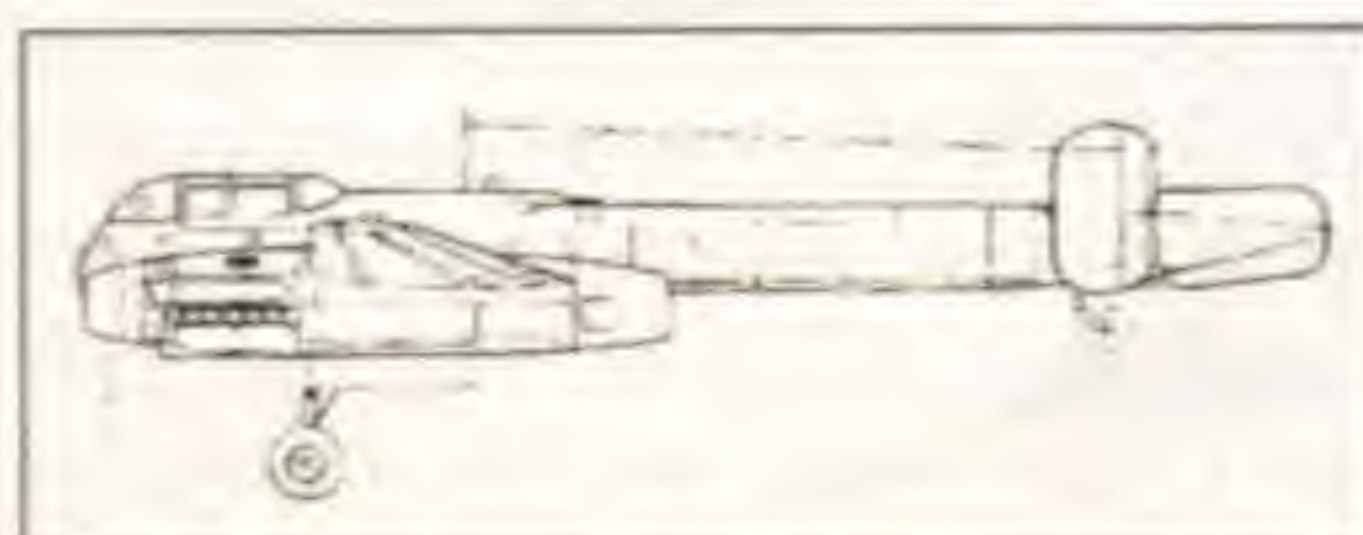
Each kit was retailing for \$30.00, but I do not have any idea of an equivalent UK price. The X-14 certainly looked very good on inspection, so if you want to know more about their range contact them at:

10 rue Louis Blanc,
75010 Paris, France

MPM



The massive 1/18th scale kit of the Me 262A-1a was on display on the Eduard Model Accessories stand. This kit features a form of reinforced resin shell, like glass fibre, and a mass of resin detail, decals by Propagteam and a massive cardboard box certainly make for an impressive package. Although at £595.00 in the UK it should be!



One piece of interesting information was in regard to a number of 1/48th scale resin kits from this company in their HML range. The kits on offer, which are the Ar 240, He 177, Me 209 V6, Fw 187 and Hs 126, were all previously listed for release under the Classic Resin Airframe label. A conversation with Classic Airframes confirmed that they had handed over these kits to MPM and that they would no longer be released in the Classic Resin Airframe range.



As far as the limited-run injection moulded range goes, the next kits will be the Tupolev SB-2 with M-103 in-line engines, the Hansa-Brandenburg W.29 and the Seversky P-35A, all in 1/72nd scale. Note that items 72002 to 72015, 72017 to 72023 and 72111 to 72114 are now out of production, so buy them when you can find them.



Next in 1/48th scale should be the Focke Wulf Fw 190S trainer, which will then be followed by the Focke Wulf Fw 189A.

Eduard

On the Eduard Model Accessories stand were both styles of the Hawker Tempest Mk V. The standard kit comes with two decal options and retails in the UK for £12.95. The 'Profi Pack' version includes all the resin and etched detail parts and has five decal options, including a TT.5.



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An inspection of a sample of the 'Profi' version, thanks to Eduard Model Accessories, made it apparent that the target towing equipment offered in the kit is totally fictional. Hopefully this will be revised before too much longer. We will be bringing you a couple of special build articles on this Tempest kit, including the 'corrections' to the TT.5, in a future edition of this magazine.

Cutting Edge



A mass of resin accessories and decals were available from this source at the event. No fewer than nineteen 1/48th scale and sixteen 1/72nd scale decal sheets were released and all of these will be reviewed by us next month. A superb sheet for a Luftwaffe Phantom with an anniversary scheme of a white horse on either fuselage was built up as

a model at the event and it looked superb. Also there was a U-2R/S Dragon Lady built in 1/48th scale which was depicted with artwork on the tail.



Resin sets included one for the Sukhoi Su-27, the F7F-3N and two sets for the Skyraider, the AD-2 to -7 and the A-1H, all of which are in 1/48th scale. We will review these accessories in next month's edition.

Hawkeye Designs

Now under the control of Fort Duquesne Military Miniatures, this company released a number of products at the event. All of these we will be reviewing next month.

In 1/72nd scale there was set 111 which was a detail set for the Hasegawa Bf 109E. Set No.112 is the Fw 190A-1 to A-4 conversion. This was previously released by Hawkeye, but it has now been updated and one of the good points about it is that it no longer has that large

casting block on the new engine pod. Because the A-3 and A-4 Fw 190 no longer appear on the Hasegawa list for this year, this set may be one of the only ways you will be able to make an early 'Butcher Bird'.

A series of accessories were also on offer. There were three new resin base boards, one depicting Marsden Matting, one of a Luftwaffe planked hardstanding and another for a Luftwaffe compass swing platform. To go with this there is a Luftwaffe starter cart. Each of these are to 1/72nd scale.

In 1/48th scale there was a conversion set for a Bf 109T, which is based on Hasegawa's new Bf 109E.

Pudet Sound Scale Models



You may recall us mentioning the Spitfire floatplane conversion from this source in last year's report from this event (See Vol 2 Iss 9). This year they had a new wing for the Hasegawa 1/72nd scale F-86D. This entirely new resin wing, which is a direct replacement for the kit parts, features separate leading edge slats and rails for \$15.00.

CraftWorks Inc.

A new name to us, this firm produces 1/32nd scale resin aircraft kits. Their first two models were available at the event and they were a Curtiss P-40B/C and a Curtiss P-36/Hawk 75. Each featured resin main components, metal undercarriage, guns and propeller and a vac-formed canopy. Decals are produced by Microscale and the P-40 features markings for an AVG Tiger, 112th Sqn RAF, Pearl Harbour and an RSAF machine. The Hawk 75 has markings for Pearl Harbour, French, RAF, Finnish, Dutch, Brazilian, Chinese and RSAF machines



Each kit looked superb, although the huge size and quality are reflected in the price. Each kit retails for \$95.00. There is no UK source for these kits so if you want to know more contact them at:

872 SW, 174th, Seattle,
WA 98166, USA
Tel: 206 242 8272

In the future this firm will release a

similar kit of the Mitsubishi A5M4 'Claude'.

InSight

This firm produce some beautiful resin gunsights in both 1/48th and 1/32nd scales. The range is quite large with most WWII types covered and they retail for just \$3.95. The entire range is available in the UK from Avia Imports. Also available is a pole tow kit for the Me 262 or Ar 234. This resin set includes both bomb and fuel tank versions and is to 1/48th scale. A radar pod for the F6F-3 and TBF-3 is also available in 1/48th scale.



New items on display were an F7F-3N conversion for the AMT kit in 1/48th scale (48003) and a P-40D conversion, also based on the AMT kit (48005).

Flightline

This firm produce decal sheets in the USA and some of these were released at the event.

In 1/48th scale there was a sheet (8001) for the P-51A/C (including 'Excalibur') and another (8002) for 'Post War Dumbos' (OA-10A Catalinas), both of which retail for \$10.00.

A number of 1/144th scale airliner sheets are also available, each retailing for \$6.00, including those for two DC-9's a 707-121 and three 737-200's. Two 737-200's are also available in 1/200th scale at \$4.50 and one in 1/100th at \$7.00.

Markings for a TWA DC-3 are also available in both 1/72nd (7201 - \$7.50) and 1/48th (48001 - \$10.00) scales.

For more details of the range contact this firm at:

PO Box 883, Riverside,
CA 92502-0883, USA.
Tel 909 788 9918



As a very special offer to our readership we have 40 of both 1/72nd and 1/48th scale sheets they have produced which depict P-51C NX1202 which was owned and flown by Paul Mantz in 1946. Turn to page 591 for details.

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C&H Aero Miniatures

This firm were producing a number of resin conversions in 1/48th scale, as well as a complete kit.



The kit was the Mitsubishi Ki-21 'Sally' in 1/48th scale and retailed for just \$75.00. The conversions included one for the F-100F, which was based on the Monogram kit and retailed for \$35.00. The others were one for the RF-8 (\$45.00), the RF-101C (\$34.00), and the Focke Wulf Fw 190S-8 (\$13.00).



Each conversion looked very good, with excellent recessed panel lines. If you want to know more about the range contact C & H at:

4851 Cythia Ln, Murfreesboro,
TN 37127, USA
Tel: 615 896 1119 or
322 Manedlla Way,
Murfreesboro, TN 37127, USA.
Tel: 615 393 0127

Classic Airframes

The latest kit on offer from this source was the Curtiss SBC-4 Helldiver in 1/48th scale. This kit features good quality limited-run injection moulded main components, resin and etched detail parts and decals for a VMO-151 machine at Samoa in 1942 and a Model 77 of Aeronavale based at Martinique in 1940. See the Preview pages elsewhere for more details.



The next kit will be the Heinkel He 112, also in 1/48th scale. This kit will be in the same format as the Helldiver and will also feature markings for two machines. I don't have a confirmed release date for this kit, but it should not be too long in coming.

The Classic Resin Airframes range, the resin kit production side of this firm, had just released the new 1/48th scale kit of the Fokker G-1 'Mower' (or 'Reaper' as most people call it). The editor loves this machine, so he purchased an example at the event. The kit is excellent, featuring full interior details and should soon be in the UK with a retail price of around £55.00.

AeroMaster

A mass of new decal sheets were on show with this company.



In 1/72nd scale there were two sheets for the Me 410 (72-148 & 149) and the Beaufighter (72-150 & 151).

In 1/48th scale there were sheets for RAF late war fighter roundels (48-244), the Bf 109E (48-248), two for the Kawanishi Shinden (48-326 & 327), three for the Tempest (48-328, 329 & 330), the Bf 110 (48-331), Sopwith Camels (48-332), Korat Phantoms (48-333), two sheets of Reich defence Me 163's and He 162's (48-334 & 335), Me 262's (48-336), Vietnam War A/B-26K's (48-338), McDD Phantom's (48-339) and two for the Beaufighter (48-340 & 341).



A special booklet and two decal sheet set was also released. This set, entitled

'Tokyo Raiders' allows you to make two Hellcats, two Corsair, two Avengers and two Helldivers, all of which were involved with the first strike against the Japanese capital on the 16th February 1945.



Full reviews of these sheets will appear next month.

Aircraft Sketchpad

by Steve Benstead



Bristol Beaufighter

This month Steve Benstead ties in with Richard Caruana's article and produces some interior sketches of the Bristol Beaufighter. Because of the recent Tamiya kit of the type, these drawings depict the Mk VI and modellers should note that there are very big differences in the interior fit of the 'Beau' between marks.



The main instrument panel with Mk II reflector gun sight above and the control column omitted for clarity. The three switches on the far lower left are the main undercarriage and tail wheel position indicator.

Above that is a cockpit light dimmer switch.

The red buttons on the top edge are for the port and starboard engine fire extinguisher. Below that is the beam approach indicator which was only carried by Coastal Command aircraft and below that is the clock.

The toggle switch lower down is the vacuum pump change-over control and the dial below that is the pneumatic system triple pressure gauge. The main blind flying panel in the centre contains the usual altimeter, ASI, artificial horizon, direction indicator, rate of climb indicator and turn and bank indicator that were standard

to many RAF aircraft in WWII. The switches to the bottom left of the panel are the fuel jettison levers, although on some machines the vacuum pressure gauge was in this position. Below them is the main and tail wheel indicator switch and alongside that are the main magneto switches. The two dials above are the oil temperature gauges and just below them are the two engine cylinder temperature gauges. Alongside them are the two red lights of the fuel pressure warning system and alongside that is the air temperature. Finally on the bottom edge are the two boost gauges.

The vertical gauges at the top right side of the blind flying panel are oil pressure gauges and below them are the engine speed indicators. On the extreme right of the panel are, from top to bottom, the cockpit light dimmer switch, pukka louvre air vent, engine starting button (port and starboard under a lift-up flap), intercom call light and push button and finally the twin engine starter master switches.

On some of the earlier aircraft it should be noted that an 'abandon aircraft' push button and warning lamp were sometimes installed alongside the intercom switch.

This is the auxiliary instrument panel fitted forward of the gunner's position, on the inner upper fuselage decking. The instruments fitted are (right to left), altimeter, ASI and a clock



Port sidewall detail. Note that this area is a mass of cables below the consoles and has been simplified in regard to this cabling for the sake of the artist's sanity!

Starting from the left, the lever is the cockpit heater control and the two buttons (red and green) below that are the carburettor cut-out controls. The area is dominated by the large red and green wheels, these are not trim wheels, they are the fuel cocks for the port (red) and starboard (green) main tanks. The two buttons below the wheels are the cowl gill switches and indicator lights. Up alongside and to the front of the wheels is the radio frequency switch and in front of that is the remote control for the radio, the levers below these are the carburettor air intake controls (port and starboard) at the rear, the two-speed supercharger controls in the middle, the switch for the landing lamps and finally the lever for dimming the landing lamps right at the front. Moving back up to the sidewall the two dials are oxygen regulators and beside them are two more gauges, this time for the fuel contents of the

port fuel tanks. The main throttle box is below these sets of gauges and the unit comprises the propeller speed levers at the back, the single mixture lever in the middle and the throttle controls at the front. The stowage bin and bag on the edge of the console are for the height and speed computer.

The final control box on the extreme right features the hydraulic emergency selector lever at the rear, the flap control in the middle and the undercarriage and tail wheel control at the front.



Colour Notes:

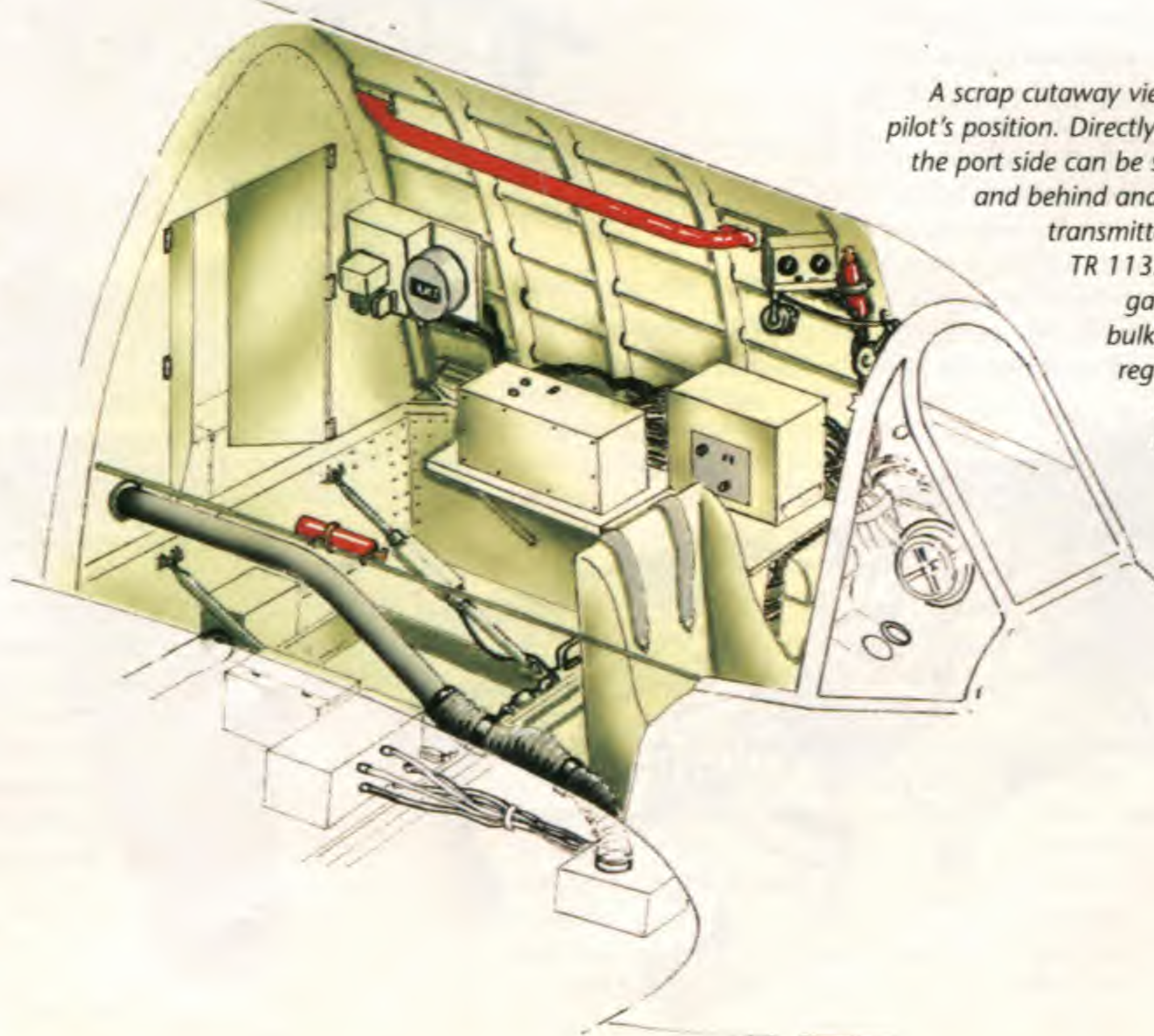
Predominantly the cockpit colour is interior or 'cockpit' green. All of the controls are colour coded, with red for port and green for starboard. Most emergency switches and buttons are usually red and the warnings covers over such buttons as the fire extinguisher are usually painted with diagonal black and yellow stripes. The instrument panel is black and the faces of each instrument are usually also black with creamy coloured numbers and pointers. The compass is light grey with a gloss black top and white numerals. All cladding for the heating pipes was asbestos and therefore is a flaky buff colour. Most radio units were gloss black, as were oxygen bottles. All stencilling would be in white and all emergency markings on the grab rails and canopy jettison sections would be red. 'Chop here' markings on the exterior of the cockpit canopy would probably be yellow.

Main Reference Sources:

- Air Publication for the Bristol Beaufighter Mk I, VI & IX
- Aircraft Archive Vol I Argus Books, 1988 edition
- Beaufighter In Action Squadron Publications 1996

Misc sources:

- Air Pictorial
- Flying Review
- The Aeroplane
- Aeroplane Monthly



A scrap cutaway view of the area aft of the pilot's position. Directly behind the pilot's seat on the port side can be seen a large junction box and behind and in front of it is the radio transmitter/receiver (Type TR 9D or TR 1132A). The panel, with the gauge at the rear, near the bulkhead is the voltage regulator panel. The large red grab rail is for the pilot in case of an emergency and the small twin dial panel above where his left shoulder would be is for hydraulic pressure.

Note the red fire extinguisher on the floor and the boxed step over the heating pipe

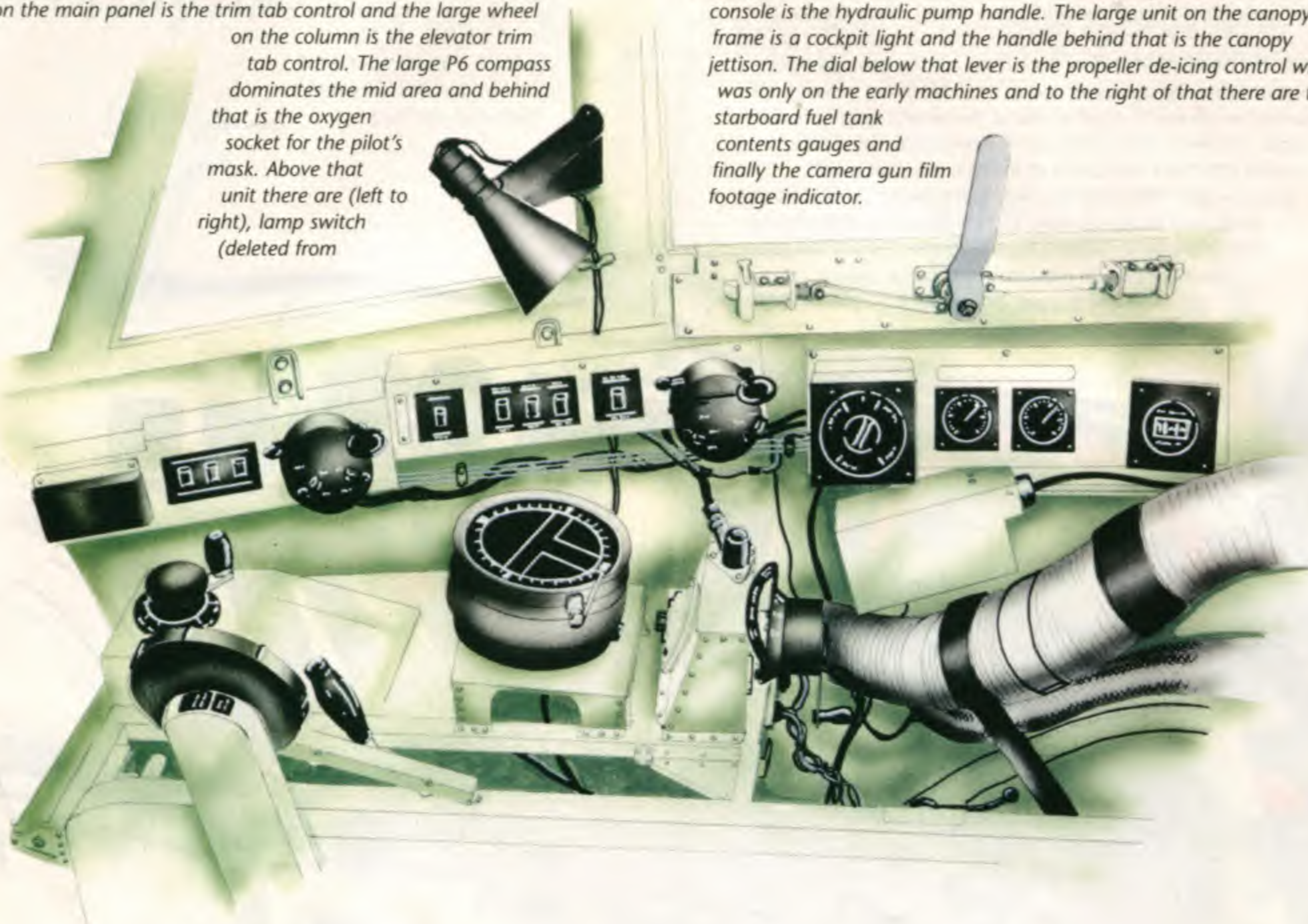
NEXT MONTH:
Hawker Hunter

The starboard sidewall. Again this area has been simplified in respect to the amount of 'plumbing'.

Working from the extreme left, the first item is the landing flare release switch which is only fitted to the early aircraft alongside which are the three switches of the downward ident lights and alongside that is the signalling key for the identification lamps. The small handle on the main panel is the trim tab control and the large wheel

on the column is the elevator trim tab control. The large P6 compass dominates the mid area and behind that is the oxygen socket for the pilot's mask. Above that unit there are (left to right), lamp switch (deleted from

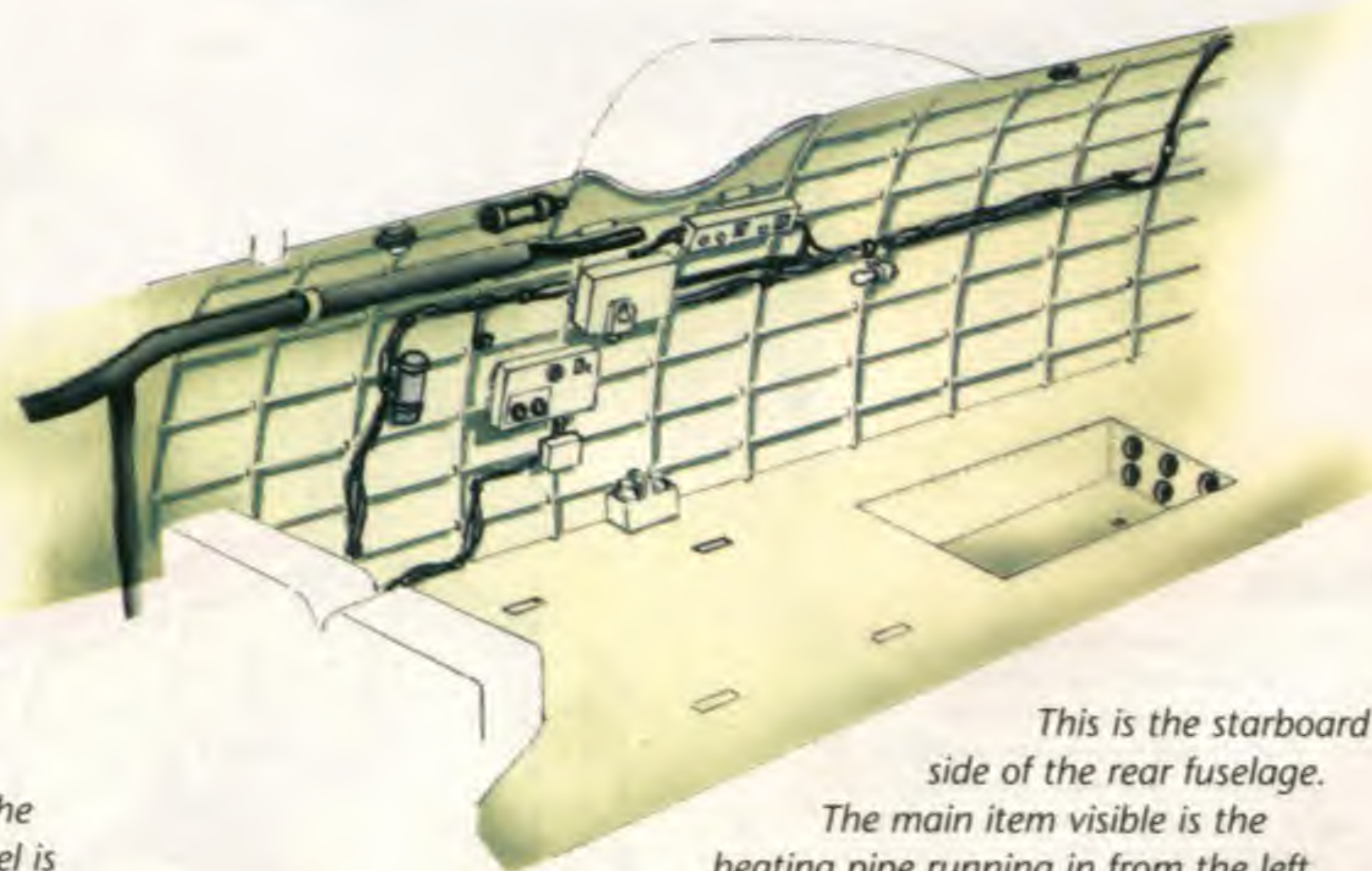
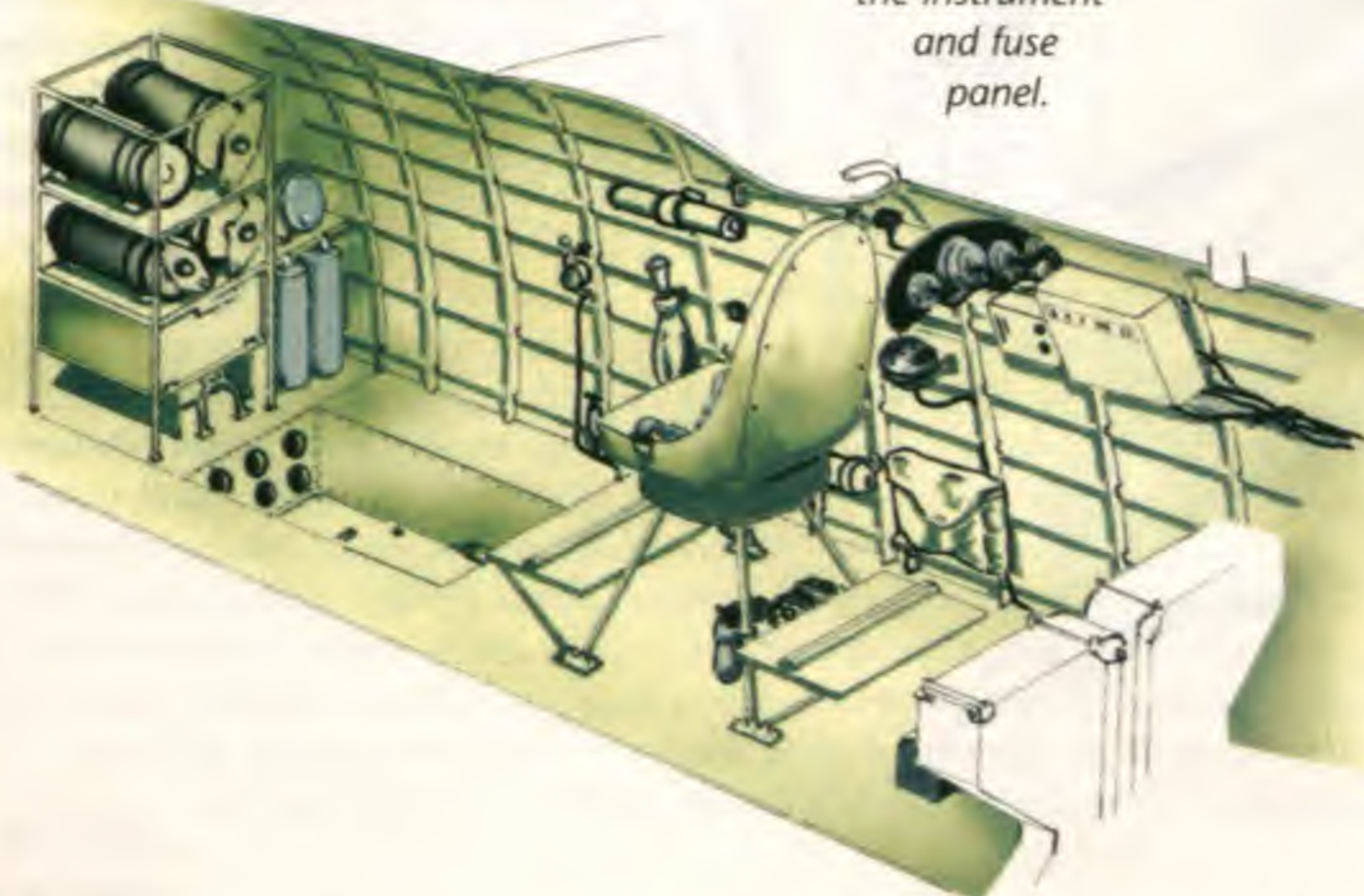
most aircraft), a 3 switch unit combining the abandon aircraft, navigation lamps and pressure head heating switches, the fuel gauge switch and finally the signalling key for the formation-keeping lamps. The handle you can see of the back of the unit aft of the compass is the aileron trim tab control and behind that is the prominent heating duct. The large lever on the extreme left of the bottom edge of the console is the hydraulic pump handle. The large unit on the canopy frame is a cockpit light and the handle behind that is the canopy jettison. The dial below that lever is the propeller de-icing control which was only on the early machines and to the right of that there are the starboard fuel tank contents gauges and finally the camera gun film footage indicator.



This is the port side of the rear fuselage. The area is dominated by the observers swivel chair and the position of the auxiliary instrument panel (see sketch 7) can be seen to the right of the chair, up on the roof. Working from left to right, the rear area is a storage area for flares, rations and various equipment. If de-icing equipment is fitted the tanks and pump are here and if the aircraft is fitted out for desert use the crate of desert survival equipment would be stored here. In the configuration shown the area contains oxygen bottles, air bottles and drinking water storage. Forward of the small switch, in a cylinder, is the sunblind for the observer's glazed dome and the sack like object below is the observers sanitary bottle.

Not visible, because the chair is in the way, are the stowage box for the parachute and (just visible) is a portable oxygen bottle. Under the seat is the signal pistol and flares.

Up on the side you will see the compass and above that the auxiliary instrument panel. Just behind the panel is the instrument and fuse panel.



This is the starboard side of the rear fuselage.

The main item visible is the heating pipe running in from the left. The two items on the top of the roof are (left to right) the cabin lamp and an incendiary device. The cylinder set vertical mid way down the fuselage side is the portfire friction container for any flares etc carried and is only fitted to the earlier machines. The large panel just to the right of the portfire is the observers instrument panel and in the container on the floor you will find some wattle bottles. The other panels in this area are the A1219 radio and oxygen socket, plus the main socket panel. The thing which looks like a light bulb is in fact an auto-recognition device and up in the roof of the cabin towards the rear is another cabin light.

The quest in Britain for a four-cannon fighter — twin or single-engined — originated way back in the mid 'thirties. Bristol Aeroplane Company tendered for both F.37/35 and F.18/37 without success. In the twin-engined category, the Royal Air Force (RAF) had its eyes set on the Westland Whirlwind (SAMI, February 1997) though teething problems were eventually to cause grave concern. There was still a gap in RAF inventory for a long-range fighter which could provide a decisive punch, taking the fight into enemy territory rather than fighting an aggressor away from home ground.

In 1938, the Munich Crisis caught the RAF with obsolete types such as the Fury (SAMI August, 1997) and Gladiator still equipping its front line squadrons. Bristol was fully geared up with the development and production of the Blenheim and Beaufort when Captain F. Barnwell passed away in August; he was succeeded by Leslie G. Frise, who soon realised the situation within the RAF. Frise took stock of the situation, and could foresee that the prototypes ordered



Superb in-flight shot of SR914, a TT.10. Note the upper wing yellow stripes and roundels; the rest of the aircraft is identical to the TT.10 illustrated in the colour pages (RJ Caruana Archives)

WHISPERING DEATH

by the RAF in the long-range fighter and night-fighter categories were still far away and would, most probably, fall short of future requirements.

Bristol's tests on the Beaufort torpedo-bomber — a derivative of the Blenheim — registered an enormous reserve of

strength. Wings, engine nacelles, undercarriage and tail could provide the basis for a new heavily-armed fighter thus rationalising on manufacturing resources, maximising the use of existing jigs. Bristol set itself the task of producing the new fighter as a private venture,

The Bristol Beaufighter

From the defence of the night sky over England to the daylight rocket incursions in the jungles of Burma, the Beaufighter proved itself to be a truly amazing fighting machine. Conceived during the panic created by the Munich Crisis, it also proved that a fighter could be 'improvised' with great success out of a bomber, in this case the Beaufort. Richard J. Caruana describes this all-time modelling favourite, a perfect blend of unique character and colourful history.



JL832, a Mk VIC, showing off the 'V' elevators and the torpedo attachment (Bristol)

exchanging the 1,000hp Bristol Taurus engines of the Beaufort for 1,500hp Hercules, also of its own manufacture which required larger-diameter propellers. This meant that the nose of the new machine had to be cut back, and engines had to be mounted on their centreline, not underslung, to afford ground clearance.

Standard Beaufort bolting and fittings could be used to marry the wings to the new forward fuselage which was much slimmer at the top, producing the characteristic bell-shaped cross-section. At the rear end, the new fuselage sloped down to meet the Beaufort's stern, complete with forward retractable tailwheel, fin, rudder and horizontal tail surfaces. A crew of two was to be accommodated: a pilot sitting centrally in a comfortably wide cockpit and an observer/navigator (whose duties

included loading the 20mm cannon) stationed half way down the fuselage sitting under a bubble canopy.

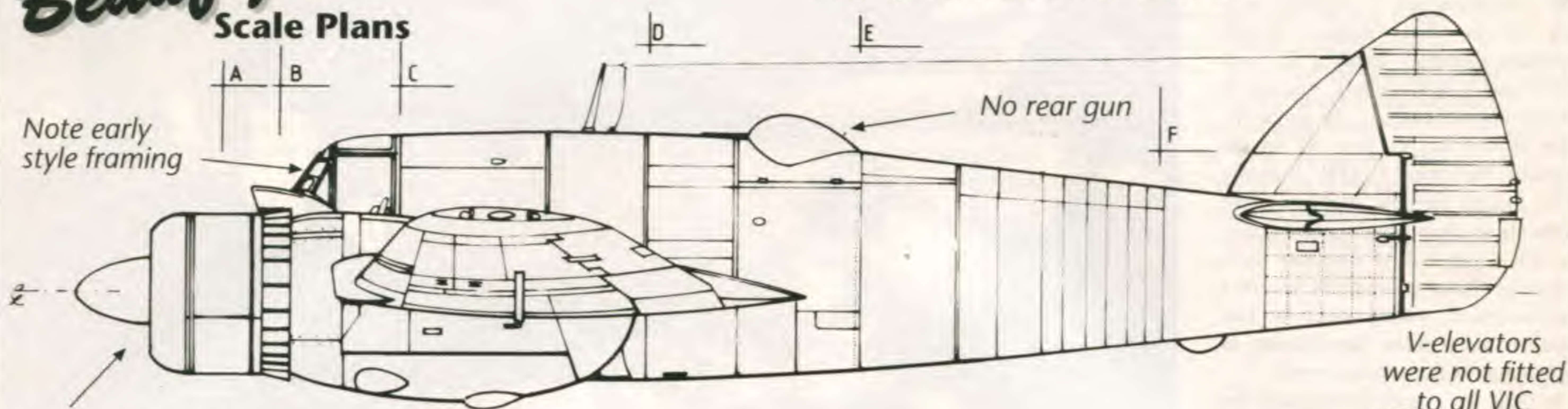
From Fort to Fighter

A few days after the Beaufort's first flight in October 1938, Bristol presented its proposal (Type 156) to the Air Ministry; the new fighter was large by any standard, but the Air Staff liked what they saw and authorised the construction of four prototypes. On November 16, detail design began, together with the formulation for two other versions: the first (Type 157) was a proposed three-seat bomber version equipped with a dorsal turret similar to the Blenheim while the second (Type 158) considered the possibility of a narrow fuselage. The speed with which the new fighter was designed and built was extraordinary and within six months the prototype, R2052,

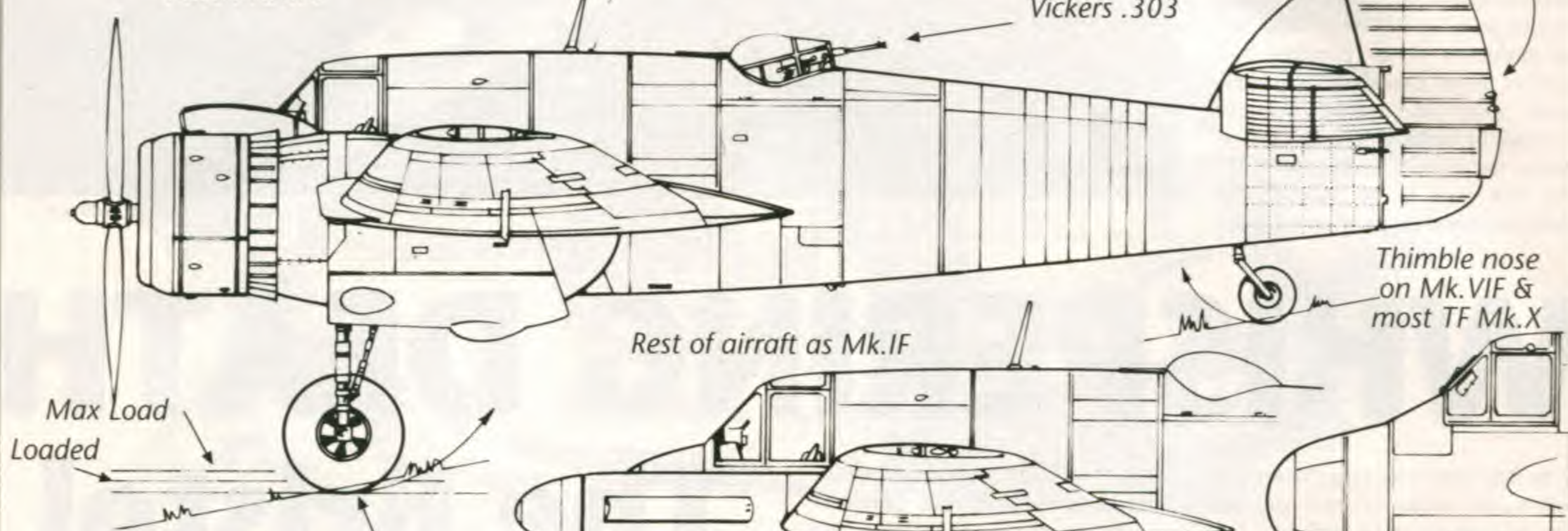
BRISTOL Beaufighter

Scale Plans

Fuselage cross-section on sheet 2

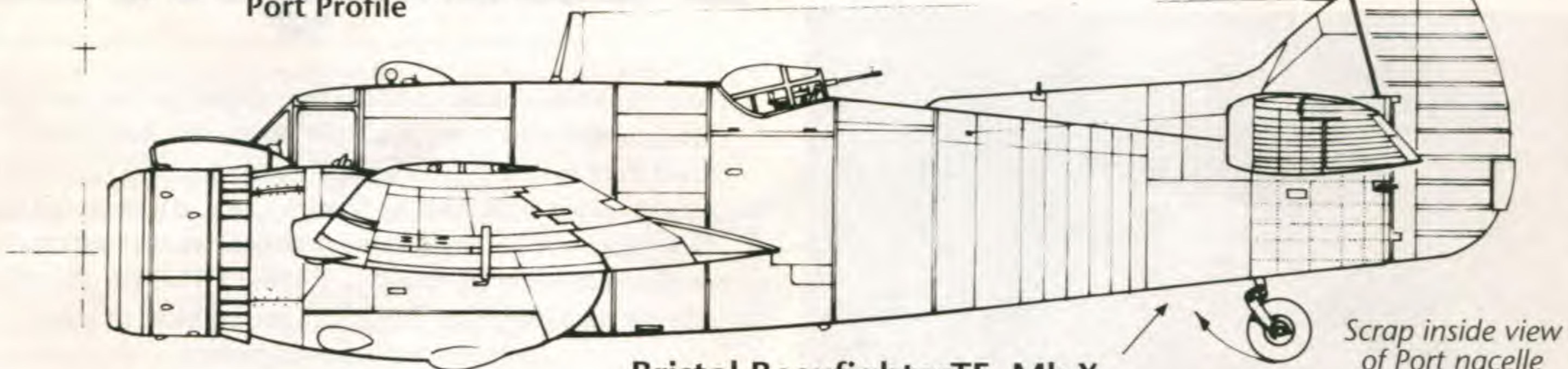


Bristol Beaufighter Mk.IF
Port Profile



Bristol Beaufighter Mk.VIC
Port Profile

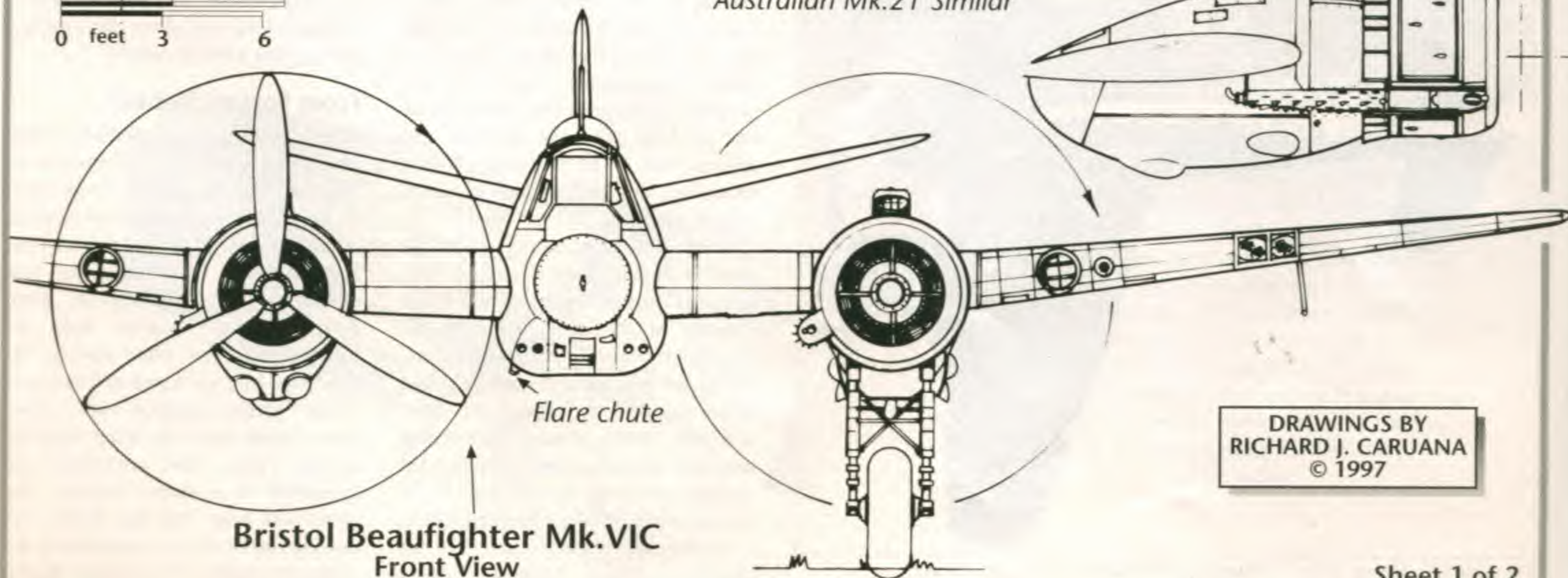
Bristol Beaufighter Mk.IIF
Port Profile



Bristol BeaufighterTF Mk.X

Port Profile
Australian Mk.21 Similar

0 metres 1 2
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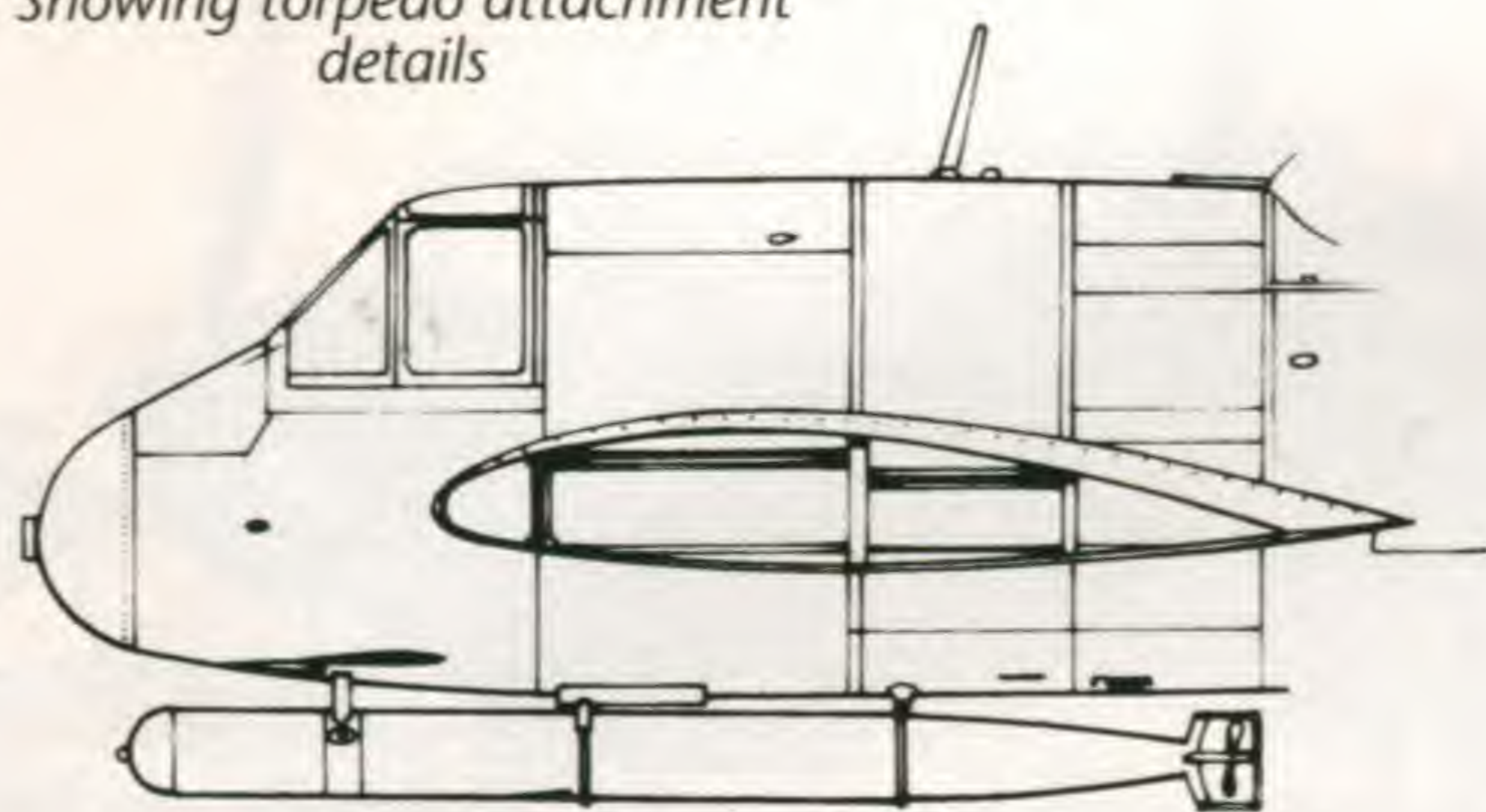


Bristol Beaufighter Mk.VIC
Front View

DRAWINGS BY
RICHARD J. CARUANA
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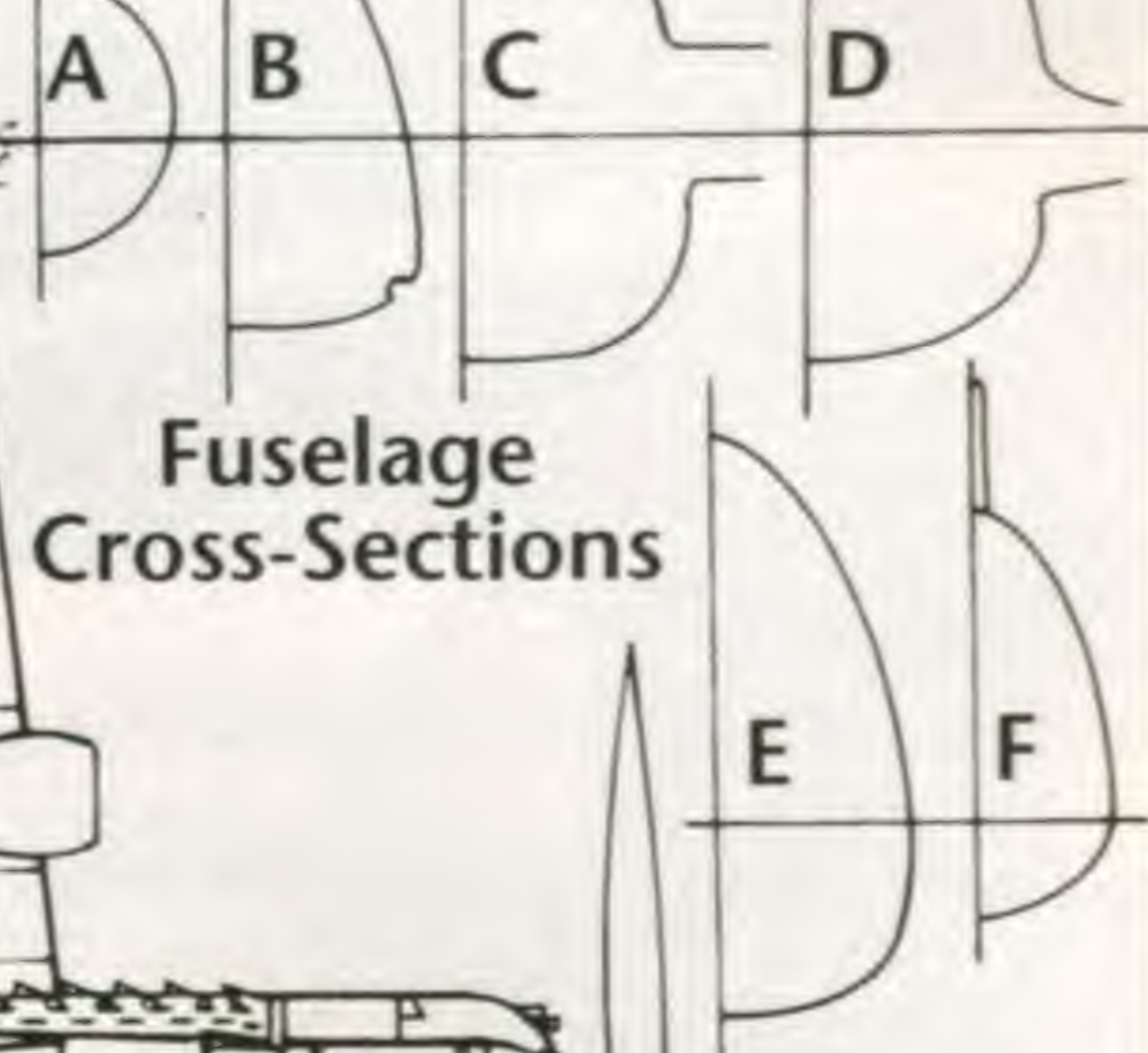
Sheet 1 of 2

**Bristol Beaufighter
Mk.VIC & TF Mk.X**
*Showing torpedo attachment
details*



*Scrap view
of aileron
hinge line*

**Fuselage
Cross-Sections**



**Bristol
Beaufighter
Mk.VIC
Inverted Plan**

**Bristol Beaufighter
Mk.VIC
Upper Plan**

0 metres 1 2
0 feet 3 6

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Sheet 2 of 2



SR919, a Beaufighter Mk X fitted with AI Mk VII radar in the distinctive nose. Note the underwing rocket rails and the clean cut division between upper and lower colours (Bristol)

was completed.

Meanwhile, the type was given the name 'Beaufighter' in March 1939. On July 17, the prototype, powered by Hercules III engines, took to the air for the first time; however, a production order for 300 examples had already been placed 'off the drawing board' fourteen days previously, in accordance with Air Ministry Specification F.17/39. Originally it was intended to assign the Hercules VI engines of 1,615hp (at take-off) to the Beaufighter but it became clear that deliveries from the shadow factory at Accrington would not match the speed with which Bristol could produce the fighter. So Hercules IIIs providing a maximum of 1,500hp (at 15,000') had to be installed on the initial production batch, married to DeHavilland propellers in place of the desired Rotols, again due to difficulties in supplies. Armament comprised four 20mm Hispano cannon with interchangeable 60-round drums per cannon, mounted low in the centre fuselage and firing through ports right under the pilot's feet.

With Bristol Hercules engines earmarked for the vast bomber production programme then being planned, it was considered wise to invest in an alternatively powered Beaufighter. Rolls-Royce Griffon engines were considered as alternatives, the change over being possible with minimum structural change. This, together with some other modifications such as the change of undercarriage to a longer-stroke Lockheed unit, an increase in the fin area and a reduction of 3in in propeller diameter to improve ground clearance slowly pushed Beaufighter development backwards. While a prototype was produced and flown in six months, deliveries would take a year to begin.

R2052 was officially handed over on April 2, 1940 while second prototype R2053 followed two weeks later. While R2052 had produced a top speed of 335mph (540km/h) R2054, which was the first fully-equipped prototype clocked only 309mph (497km/h). This raised a few eyebrows, reflecting the veracity of Bristol's original plan to power the new

fighter with Bristol VIs. Though one Griffon-engine Beaufighter was produced (T3177), the engine's choice as power-plant for the Fairey Firefly put a strain on its procurement and Bristol had to look for another alternative which presented itself in the form of the Merlin — what else! Thus it was decided that about half of the Beaufighters on the Filton production line were to be fitted with Merlin XXs. At the same time, a second order brought up total procurement to 1,218.

Official designations were changed as follows: Beaufighter Mk I as powered by Hercules III engines, Mk II powered by the Merlin 'power-egg' produced as the outer nacelles of the Lancaster; the Mk III and IV were to be the slim-fuselaged

factories at Stockport and Weston-super-Mare. The Beaufighter's awesome size (for a fighter) came in for some initial scepticism, soon wiped out when it was found to be the only fighter able to carry the bulky AI Mk IV radar for night interception. Production machines presented some finer improvements such as redesigned nacelles to improve aerodynamics, inner and outer fuel jettison chutes were combined into one, positioned at the rear end of the nacelles, and emergency exits for both crew members were provided in the fuselage underbelly.

Great improvements to the armament system were also underway. The hand-changed 60-round magazine system was

been produced. Eventually it was discovered that Bristol's original recoil system was practically identical; in fact its adoption would have saved considerable time and development costs. Meanwhile, from the 51st Beaufighter onwards, six .303 (7.7mm) Browning machine guns were installed in the wing, four starboard and two port. This made the Beaufighter the heaviest armed fighter in the world at that time.

On September 2, 1940 four Blenheim Mk IF squadrons received a Beaufighter each for familiarisation training: R2056 went to N° 25 based at North Weald, R2072 to N° 29 at Digby, R2070 to N° 219 at Catterick and R2073 to N° 604 at Middle Wallop. N° 600 Squadron became



T5049/V, a Mk VIC of N° 272 Squadron, flying over Malta. This is one of the schemes suggested by the new Tamiya kit. However, it is erroneously referred to as T9068, and is given a 'V' tail. Note also that the code on the starboard side is in front of the roundel and not behind as suggested in the kit instructions (R) Caruana Archives)

Beaufighter with the respective engines which, but the sub-types never materialised. Rolls-Royce undertook the conversion of first pair of Merlin-powered Beaufighters Mk II (R2058 and R2061, though fitted with Merlin X rather than the specified XX), the first flying at Hucknall in July 1940, and delivered to Filton by September.

Beaufighter Deliveries

By July 27, 1940 Bristol had delivered the first batch of five Beaufighters to the RAF, a second batch of five following early in August with deliveries gaining momentum soon afterwards, especially with the commissioning of two shadow

considered impractical, especially during combat, so Bristol first devised a recoil-operated feed only to be turned down by the Ministry of Aircraft Production (MAP). Then a servo-feed mechanism was installed and presented on R2055 on May 6, 1940. First 50 examples off the production line were ordered with the original 60-round magazine system while the new arrangement was accepted on the terms that the 120 rounds per cannon had to be increased to 240. At this stage, MAP ordered the French Chatellerault recoil system as standard 'Mark I Feed' on all cannon installations but protracted development meant that it could only be fitted after the first 400 Beaufighters had

the fifth Beaufighter unit receiving its first example on September 8 at Hornchurch. This made them the only RAF units flying Beaufighters just after the height of the Battle of Britain and were to remain so during the winter blitz which lasted up to May of the following year. First operational night sortie was performed by 29 Squadron on 17/18 September but the first official kill — a Do 17 — was credited to R2097 of N° 219 Squadron flown by Sgt Hodgkinson and Sgt Benn on October 25.

Merlins in lieu of Hercules

In April 1941 deliveries of the 450 Mk IIs, now fitted with standard Merlin

Bristol Beaufighter Colour Schemes

Bristol Beaufighter Mk IF, R2059, of N° 25 Sqn, Autumn 1940,
Dark Earth/Dark Green/Sky with early style fin flash



Bristol Beaufighter Mk IIF, R2101 of N° 604 Sqn. Special Night overall scheme introduced on November 22, 1940



Bristol Beaufighter Mk IF, R2153, of N° 252 Sqn Coastal Command, RAF, early 1941



Bristol Beaufighter NF.IF, X7876 of N° 25 Sqn, showing change in markings of May 1942



Bristol Beaufighter Mk IIF, R2402, of N° 225 Sqn, Coltishall, September 1941. Finish is highly weathered



Bristol Beaufighter Mk IIF, T3177, sole example fitted with Rolls Royce Griffon IIB engines driving four-bladed propellers



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Bristol Beaufighter Colour Schemes

Bristol Beaufighter Mk X, RD351 of N° 254 Sqn Coastal Command, mid-1944. Dark Grey/Sky; fin flash presents a very unusual slanted white segment. Note also the serial in black under the wings



Bristol Beaufighter TF Mk X, NE237, of N° 455 Sqn, RAAF, operating from UK during 1944



Bristol Beaufighter Mk IC, T4767 of N° 252 Squadron while based at Edcu, mid 1942. Dark Earth/Mid-Stone/Azure Blue



Note: Shaded codes refer to positioning on starboard side

Bristol Beaufighter Mk VIC, X8079/K of N° 272 Sqn, operating from Malta during 1942. Note small 'K' on nose



Bristol Beaufighter Mk VIF, MM856 of N° 604 Sqn, 1943. Med. Sea Grey/Dark Green scheme



Bristol Beaufighter TF Mk X, RD367/H, of N° 27 Sqn, RAF, operating in Burma, early 1945



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Bristol Beaufighter Colour Schemes

Bristol Beaufighter Mk X, NE355, of N° 404 Sqn, RCAF
wearing the 'invasion stripes' in June 1944



Bristol Beaufighter TF.X, RD824,
of N° 45 Squadron, 1949



Above & Right: Bristol Beaufighter TT.10,
RD809, of N° 34 AAC Sqn, 1950.
Additionally it carries yellow trainer-type
stripes across the top wings

Left: Standard pattern for
Beaufighter top camouflage.
Though colour schemes
changed, the pattern remained
standard throughout its career;
sometimes it could be inverted
left to right (mirrored)

Below: Bristol Beaufighter
Mk IC, A19-34/J, of N° 30
Sqn, RAAF, Port Moresby,
March 1943. Note faded
Dark Earth/Dark
Green/Sky finish



DAP Beaufighter 21, A8-20,
of N° 31 Sqn, RAAF, flown
by Flt Lt S. Sippe



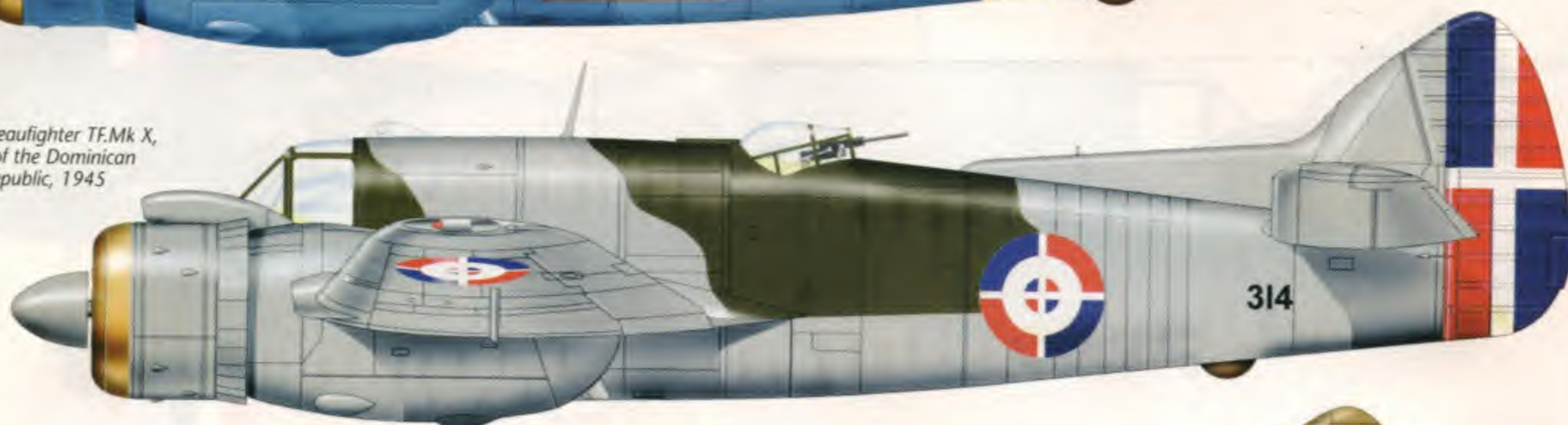
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Bristol Beaufighter Colour Schemes

Bristol Beaufighter Mk IC, T4887, captured at Magnisi, (Syracuse) on January 6, 1942, enroute to join N° 252 Sqdn at Malta. Serial changed to MM4887; assigned to the 41° Stormo. Regia Aeronautica markings on wings



Bristol Beaufighter TF Mk X, 314 of the Dominican Republic, 1945



Beaufighter Mk X, 17, of the Israeli Air Force



Bristol Beaufighter Mk VIF, KV912, of the 416th Nighter Fighter Sqdn, USAAF, based in Corsica, 1944



Bristol Beaufighter Mk X, BF10, of N° 8 Esquadrilla of the Portuguese Naval Air Arm, Portela de Sacavem, 1945



Dark Grey/Dark Green/Dark Earth upper finish with Light Grey undersides. Crosses in four wing positions

Bristol Beaufighter TF Mk X, NV215, Turkish Air Force, 1944; note overpainted RAF roundels and fin flash still showing through



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XXs, began with R2277 to N° 604 Squadron with N° 600 receiving R2278 soon after. A pair of Mk IIs, R2274 and R2306, had their wing guns and two of the belly cannon removed and a Defiant-style four-gun Boulton-Paul BPA.1 turret fitted above the fuselage, just aft of the cockpit. Designated Mk Vs, these were issued for operational trials with N° 406 and 29 Squadrons but were unpopular with the crews as the turret obstructed the pilot's emergency exit. Lancaster production took over procurement of all existing Merlins, so Bristol turned back to its Hercules for power; the final 120 Mk Is were produced with Hercules XIs (again in lieu of the planned VIs), which in fact were Mk IIIs converted to operate on 100-octane fuel.

An urgent plea came from the Middle East for a long-range fighter for Coastal Command. In response, Bristol produced the Mk IC (the normal version now being designated Mk IF) with additional wing tanks in place of the machine guns, a navigator's table and a DF loop aerial. To accelerate matters, the extra fuel was incorporated in tanks positioned on the floor between the cannon bays on early examples until enough wing tanks became available, the first (T3228) joining N° 252 Squadron on March 8, 1941. By May, the unit was flying detachments from North Africa and Malta with such success that it was to remain in that theatre for the rest of the war.

Here N° 252 was later joined by N° 272, while N° 46 and 89 used their Beaufighters in the night intruder role. The Mk IC's success can be gauged by the fact that N° 272 Squadron claimed 49 enemy aircraft destroyed and 42 damaged while operating from Malta during July 1941. Not to be outdone by well-publicised daring DeHavilland Mosquito raids, Beaufighter T4800 of N° 236 Squadron flew from Thorney Island on June 12, 1942 at low-level to Paris, dropped a French flag on the Arc de Triomphe and proceeded with a cannon attack on Gestapo Headquarters at the Place de la Concorde.

With the availability of the Hercules VI engine, the Beaufighter Mk VI appeared, being practically a re-engined Beaufighter Mk I. Performance improved, with 333mph (535km/h) being reached at 15,600' (4750m). Again, F (Fighter) and C (Coastal Command) versions were distinguished by their wing tankage/armament fit, the VIC having an extra range of 330 mile (530km). Progress in radar development meant that the AI Mk VII (and later AI Mk VIII) unit could be housed within a bulged nose, first tested in Mk IF X7579, on the Beaufighters Mk VIF which entered service with N° 68 and 604 Squadrons, first of 22 RAF units to fly the type. The VIC began to replace the IC in Coastal Command as from 1942, total MkVI production reaching 1,852 examples.

Mast-High Beaus

With positive results being registered by Beaufighter crews in all camps, thought was now given to the possibility of Beaufighters delivering torpedos. X8065, a Mk VIC, fitted with a modified British 18-in (46cm) or US 22.5in (57cm)



Beautiful underside shot of a TF Mk X, NT950 of N° 236 Squadron, in full D-Day warpaint showing to advantage the positioning of wing and fuselage stripes (Bristol)

torpedo was flying at Filton in April and on May 8 went for further trials at the Torpedo Development Unit, Gosport. This led to the construction of 16 torpedo-carrying Beaufighters which were passed onto N° 254 Squadron, the total later being raised to 50 Interim Torpedo Fighter (ITF) standard before passing onto the definite version, which became the Beaufighter TF Mk X of which 2,205 examples were to be built. The opportunity was also taken to change the Hercules VI engines — unpopular with Coastal Command — to Hercules

the anti-shipping role (apart from the torpedo weapon), the installation of four rockets under each wing in lieu of the wing guns, cannon rounds being increased from 240 to 285 per cannon. Beaufighters with such devastating firepower were formed into massive Strike Wings within Coastal Command, which included no less than five RAF squadrons and others from the RCAF, RAAF and RNZAF (all retaining RAF schemes, markings and serials). They laid a path of destruction against enemy shipping from the North Sea, through the



X7750/D, an all-black finished Mk I operating from Malta for night intruder missions. Note how quickly this scheme weathered (RJ Caruana Archives)

XVIIIs. Another modification was the installation of a Vickers 0.303 (7.7mm) 'K' machine gun in a modified blister in the observer's mid-upper position. This proved so popular that it was retrofitted to many previous models of Beaufighters, especially Mk VICs. A final refinement was the introduction of a dorsal extension of the fin and enlarged V-type elevators.

Development of the TF Mk X continued apace with deliveries: ASV radar nose fit, provision for underwing bomb racks and, most important of all in

Channel during D-Day operations and down to the Mediterranean.

The Mk XIC, of which 163 were built at Weston, lacked torpedo gear. A Mk XII, with Hercules 27 engines and a wing stressed to carry bombs was considered but never proceeded with. Final version was to be the TT Mk 10 for target tug duties, the first of which flew for the first time in May 1948 followed by 35 examples built at Filton. These served faithfully up to May 16, 1960 when the final Beaufighter flight was performed at Seletar in Singapore.

Export Beaufighters

Spurred by the success of RAF units flying Beaufighters in the Far East, such as N° 27 and N° 176on Mk IFs and VIFs late in 1942 and early 1943, together with its own experience on 72 Mk IC, 64 VICs, 62 Mk Xs and 20 Mk XICs (serialised A19-1 to 218), the RAAF decided to switch to this type on the Beaufort production line at Fisherman's Bend. This was standardised on the Mk X version with Hercules XVIII engines but lacked nose radar and the dorsal fin. Designated Mk 21, RAAF Beaufighters retained the pair of .303s in the port wing but the four starboard guns were replaced by .50in (12.7mm) guns. First Mk 21, serialised A8-1, flew for the first time on May 16, 1944 with deliveries eventually being effected to N° 22, 30, 31, 92 and 93 Squadrons totalling 364 machines.

The USAAF flew Beaufighter VIFs during the North African campaign within the First Tactical Command. Of interest is the fact that 414, 415, 416 and 417 Fighter Squadrons also flew Beaufighters until supplied by P-61 Black Widows. Turkey received some Mk Xs in 1944 which were hastily marked with new national markings while RAF roundels were hastily painted over. However, 20 ex-RAF machines in much better condition were delivered to Turkey just after war's end.

Portugal was the recipient of 15 TF Mk X in April 1945 and two more examples the following year, forming Esquadrilla 8 of the Forças Aereas du Armada (naval air arm). Further foreign deliveries consisted of ten Mk Xs, retrofitted as Mk VIs, to the Dominican Air Force and four examples were integrated into the embryonic Israeli Air Force. The latter were acquired through a dubious deal, the purchaser buying five civil examples for 'filming purposes', one of which crashed after delivery, the rest flying out to Palestine.

Considering the numbers built, surviving Beaufighter are a rarity, and an example under rebuild might become the first to take to the air after some 35 years. Its big, odd, yet pleasing — though menacing — shape has found favour with us modellers, and its warpaint is just as intriguing. Hopefully in the future we will be able to look closely at its predecessors, the equally famous Blenheim and Beaufort.

Richard J. Caruana

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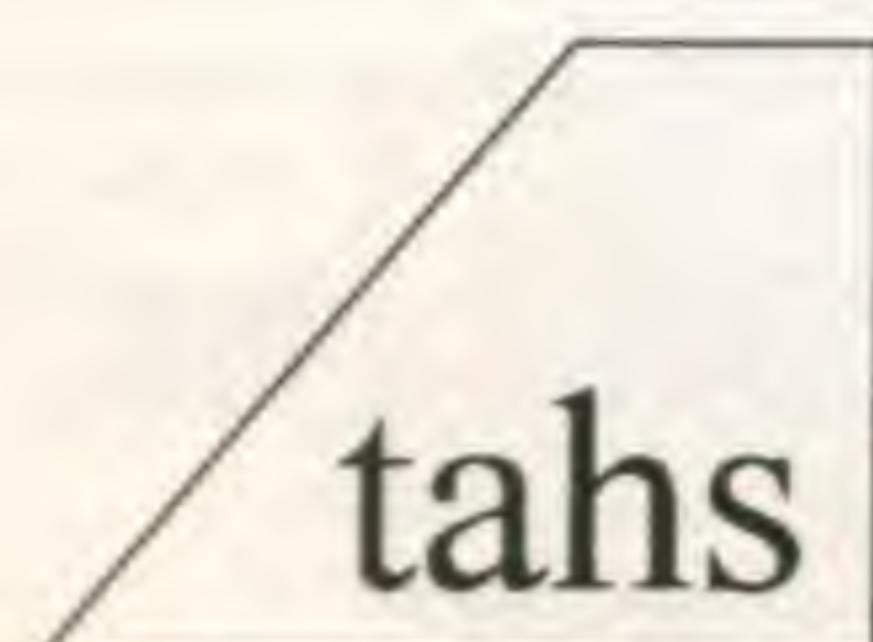
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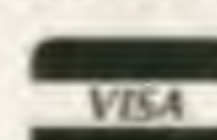
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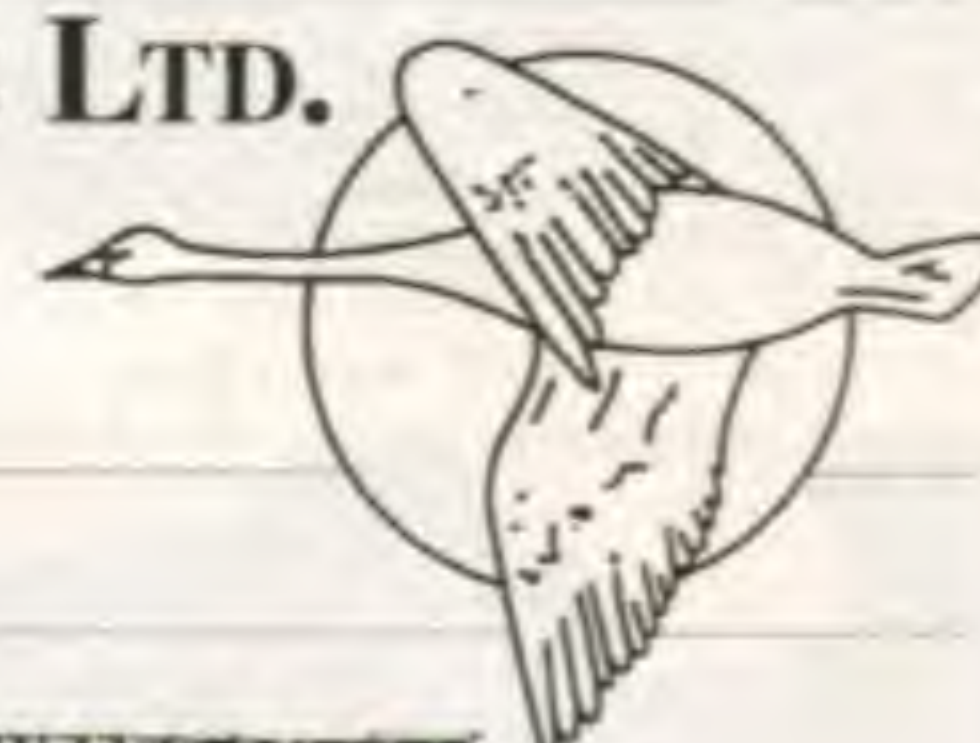
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Enhanced Emil

When the new 1/48th scale kit of the Messerschmitt Bf 109E-3 was announced by Tamiya, I am sure many of you went 'not another 109'. This was a view I shared initially, but then I thought about their Birdcage Corsair, Ki-46 Dinah and 'Rex' and my palms started to sweat!

The kit was released in late April and I obtained one as soon as possible thanks to the Tamiya importers, Richard Kohnstam Ltd. On initial inspection this kit looked good. A closer look showed the kit suffered from shrink marks on the upper surface of each wing. These marks are caused by the thick bulkheads in the lower surface which form the back and the slots for the separate flaps. Filling the marks will be hard as the dips are small, but they will show up on the final model if not dealt with. A little flash of filler and some fine sanding should cure this problem,

Emil

by
Richard Franks



● 1 This first shot shows the kit components. Two large grey sprues and one clear. Not included in this shot are the excellent instruction and decal sheets

although you should be careful not to sand out the fine recessed panel detail.

A dash to some reference material, and a dimensional deficiency seemed to appear. If the kit is laid over the plans in the Aero Detail title for the type, the kit is 2mm short. Not only that, but the profile of the drop in the upper cowlings is too pronounced and sharp. Looking deeper I could see that the supercharger intake was completely the wrong profile when viewed from above (being too sloped in the rake of the intake) and the panel line just aft of the nose insert and forward of the canopy opening was too

far back. Everything else however was perfect, wheel size, track, propeller diameter etc, etc.

Conclusion

Overall this new kit from Tamiya is good. I will make no further comments about apparent dimensional problems, as I for one am not a great fan of scale plans. I do think that the front of that upper cowl is incorrect and I was disappointed with those sink marks in the upper wing panels.

Otherwise this is a nice little kit. It does not go together as well as the Corsair, but it is still worth having. The E-4/7 version is due next from Tamiya and if they go on with the type, we should see the F-2 from them before too much longer.

My thanks to Richard Kohnstam Ltd for the chance to build this kit.



● 2 Close-up of the wing panel. I do not know if it will reproduce, but at the trailing edge you may be able to make out the two indentations. These are the sink marks caused by the thicker plastic underneath



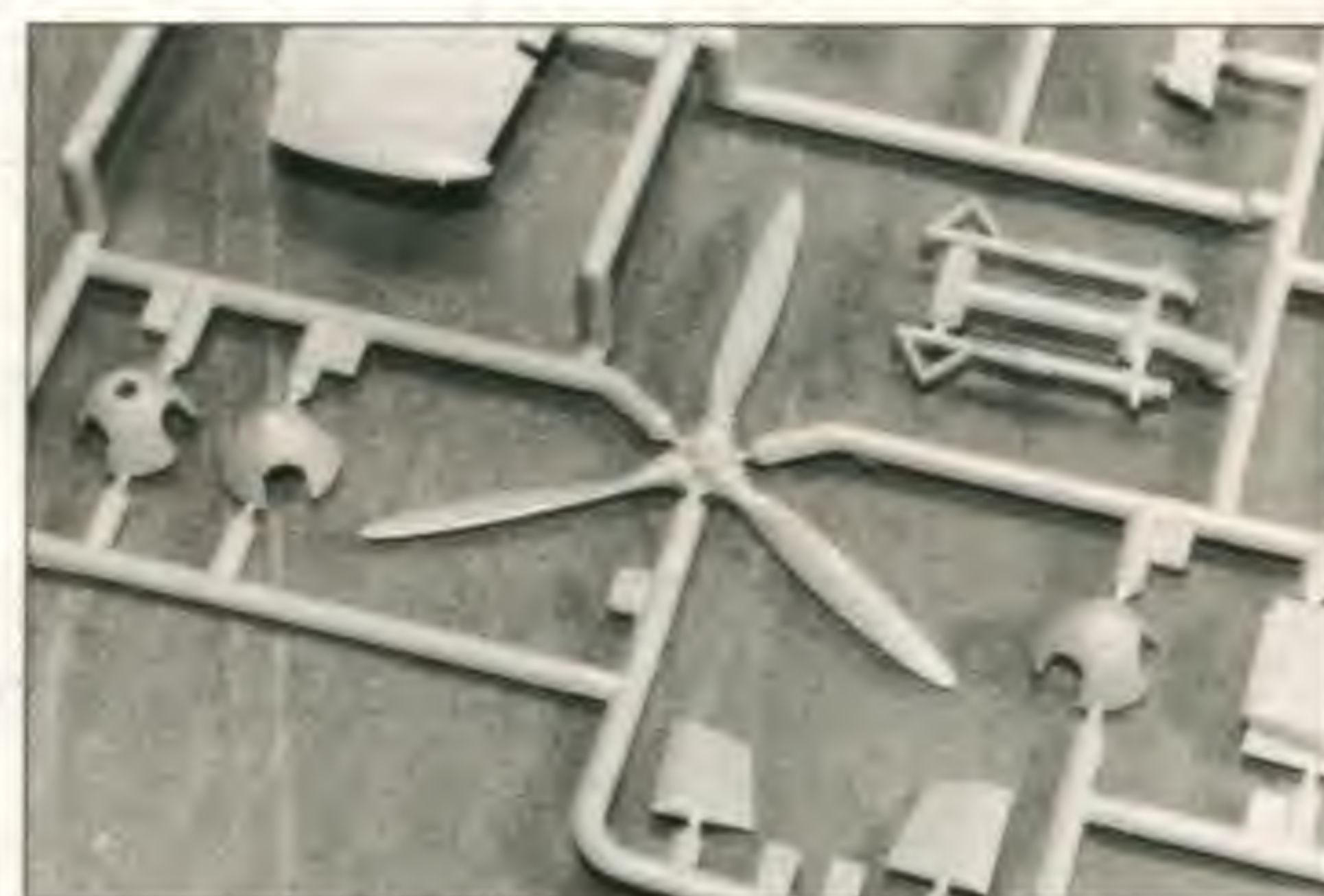
● 3 As you can see here, the kit features separate leading edge slats and trailing edge flaps. I am not sure about that cut-out in the mid section of the flap though?



● 5 The main wheels. These are not 'weighted' as is all the fashion of late. They do feature separate main hubs though



● 6 A drop tank is included. This is not used on the E-3, but showed that Tamiya intended to release the E-4/7 version before too long.



● 4 The propeller unit. The hub detail is excellent. As you can see three styles of spinner are included, although the instructions do not tell you which is applicable to which colour option on offer in the kit!



● 8 To stop there being just a hole when you look into the top intakes of the engine cowl, Tamiya have included this neat little basic engine lump



● 9 Cockpit sidewall detail is sparse, but accurate and well within acceptable limits for most modellers



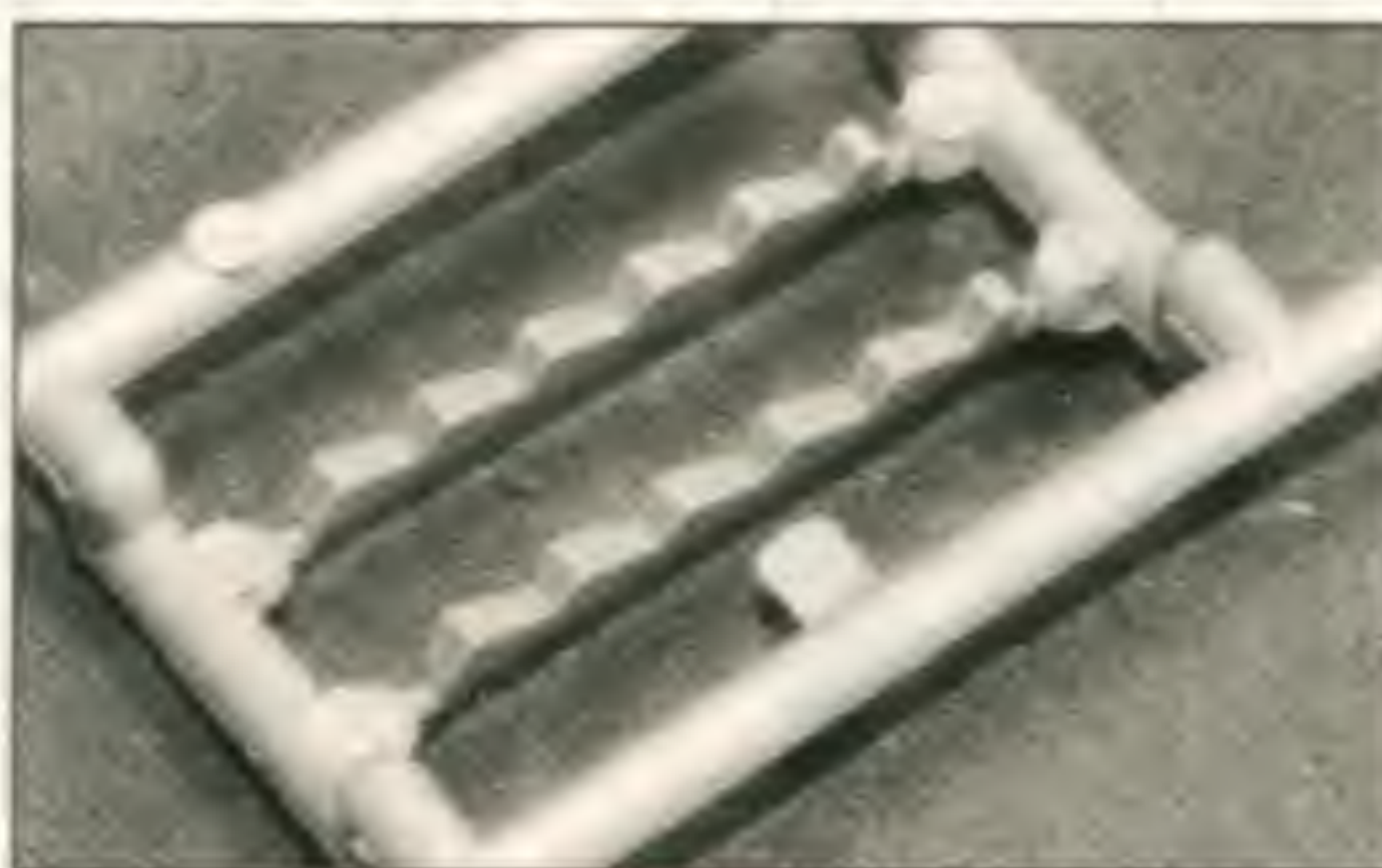
● 7 Only one style of canopy is included with this kit. If you want to make one with the later squarer style, you will have to wait for the E-4/7 kit



● 10 Close up of some of the interior parts. From left to right they are; head armour, instrument panel, seat frame and adjusting handle, rudder pedal unit, trim wheel and oxygen regulator unit



● 11 The bucket seat depicted in this kit does not look right. I suspect it is too narrow at the top



● 12 The exhaust stacks are produced as square in cross section, this is nearly correct for the Bf 109E, but I feel they could be better. It is an area of the kit that is very difficult to modify yourself



● 13 That supercharger intake unit. It is too shallow an angle at the front and is too long when put up against any plans. Looking at the real aircraft, I still feel this area is very suspect



● 14 The engine cowl. I have looked at scale plans and studied the real aircraft, and I still say that the front sloping edge of this part of the kit is too sharp



● 15 The basic cockpit sidewall detail after the initial coat of RLM 02



● 16 The instrument panel was painted RLM 02, then the dials were picked out in matt black. Later, once all was dry, this entire area was dry brushed with grey and then silver



● 17 The hydraulic pipes to each rudder pedal were added from brass wire and the straps for each were made of masking tape



● 18 Both cockpit sidewall areas after detailing. The chains to the tail and rudder trim control wheels were added from wire. A canopy jettison lever was made of scrap plastic and rod, the wiring to the main junction box was added using wire and the pipe from the oxygen regulator was a twisted piece of fuse wire covered in PVA



● 19 Not very clear I know, this shot shows the main elements of the cockpit interior. The seat harness is from the Reheat set and in this shot they have been installed incorrectly. Later the seat was modified with a hole through the back and then the straps were passed through it and affixed to the rear



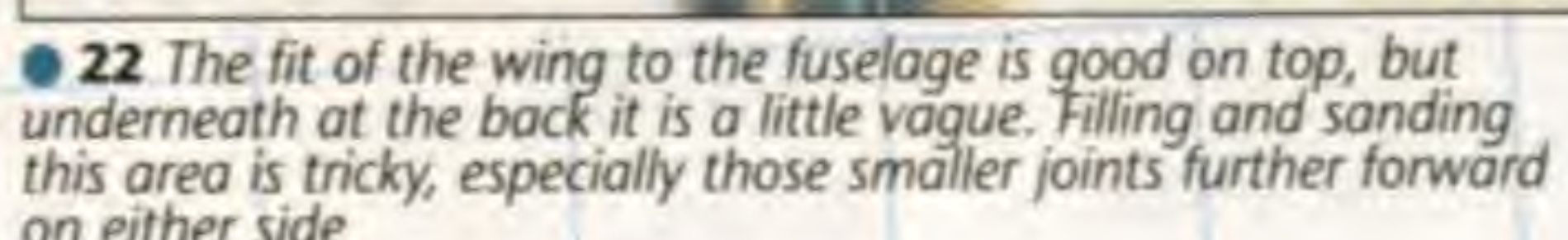
● 21 ... leaving the cut-out for you to install an alternative control rod made of wire once assembly and painting is complete



● 20 The rear fuselage features the rudder control cables moulded on. These should be removed...



● 25 The radiator insert installed. Do not worry about filler around these joints, the real machines cowl did not fit all that well and as they were opened and closed regularly they tended to have gaps



● 22 The fit of the wing to the fuselage is good on top, but underneath at the back it is a little vague. Filling and sanding this area is tricky, especially those smaller joints further forward on either side



● 23 The hole in the front of the chin should not be empty. On the real aircraft you can see the bottom of the oil tank through it. It is a personal choice, but I suspect most would like to add something here

● 26 A look at the front of the model. As you can see I have inserted a piece of plastic rod into the open intake on the lower/front edge of the cowl. This replicates the tank unit which is visible through this opening on the real aircraft



● 24 The radiator unit for under the nose is a separate unit on this kit. It features the front baffle and splitter plate, but is open at the rear. Add a sheet of plastic card at this point to blank off the gap



● 27 Final look into the complete cockpit before it is masked off



● 28 A little point I noted after studying photographs of the real aircraft was the tie-down points under each wing tip. These are replicated in the kit as these basic 'tabs'. These were therefore cut off and a hole drilled in their place, after which a piece of fuse wire was twisted around a paint brush handle and then glued into position...



● 29 ...and although it is difficult to see, it does make a neat and easy improvement in the kit



● 30 The model out in the sunshine. Note the small amounts of filler needed on the wings and fuselage of this kit. The fit overall was good



● 31 I turned my attention to some of the smaller parts now. The backplate of the spinner in the real aircraft is drilled as a lightening measure. This can be produced, as seen here, by simply drilling the backplate of the kit part



● 32 Once assembled the holes are quite visible, even with the propeller unit in position



● 33 As I said, I got the seat belt harness wrong to start with. On the early E's the seat was a bucket unit and the belts passed through a hole in the back of it. Therefore I modified the kit part to this configuration. The belts are from the Reheat range



● **34** The main oleo units on the Bf 109E have a prominent hydraulic cable running down them. This was produced in 1/48th scale using telephone cable. A piece was stripped of its plastic coating and bent, using photos of the real aircraft as a guide, and secured onto each oleo leg. The item in its 'bare' state is shown here, later the coated areas were painted matt black and the metal wire was left as it was. Now for the painting...



● **35+36** ...the canopies were first masked off with Parafilm M. Once this was done the cockpit interior was masked with masking tape and the wheel wells and radiator units were filled with damp tissue paper. Once this was all done the model was sprayed with AeroMaster RLM 65 from their Warbird Colors enamel paint range



● **38** Once that had dried the RLM 02 areas were masked and the RLM 71 camouflage element was added



● **37** Once dry, the RLM 65 areas were masked off and RLM 02 was sprayed overall



● **40** The RLM 71 applied. Note that the usual 'shadow shading' has been done using a lighter version of the base colour first and then highlighting the panels etc with the true (darker) colour



● **43** The decals are produced by Scale-Master and are very good. They were applied directly onto the AeroMaster paint without a gloss coat. Johnsons 'Klear' was used to apply each and hopefully reduce silvering. Here you can see the model half way through the application of all the markings



● **42** The exhaust stacks in the kit need to be opened up. A drill bit was used to make the initial hole and then this was 'squared' up with a scalpel

● **39** Note that the interior of the open slats and the flaps needed masking, as they were to remain RLM 02. This required thin slivers of masking tape and a steady hand to apply!

● **41** The model complete after all spraying was done and the masking was removed



● **44+45+46** The completed model



Photo Album The Messerschmitt Bf 109E-3 in Detail

The following pictures are of the preserved Bf 109E-4 which is on display at the Battle of Britain Museum, Hendon, North London. All photographs from, and used with the consent of, the RFC collection unless otherwise stated.



Overall shot of the spinner and VDM propeller. Note the lightening holes in the backplate of the spinner



A look at the opening under the nose, as you can see there is something visible through it and it is best to try to add something to this area of the kit



Close up of the oil cooler unit under the nose



The supercharger intake on the port side of the engine cowl. Note overall poor fit of the cowls in this area

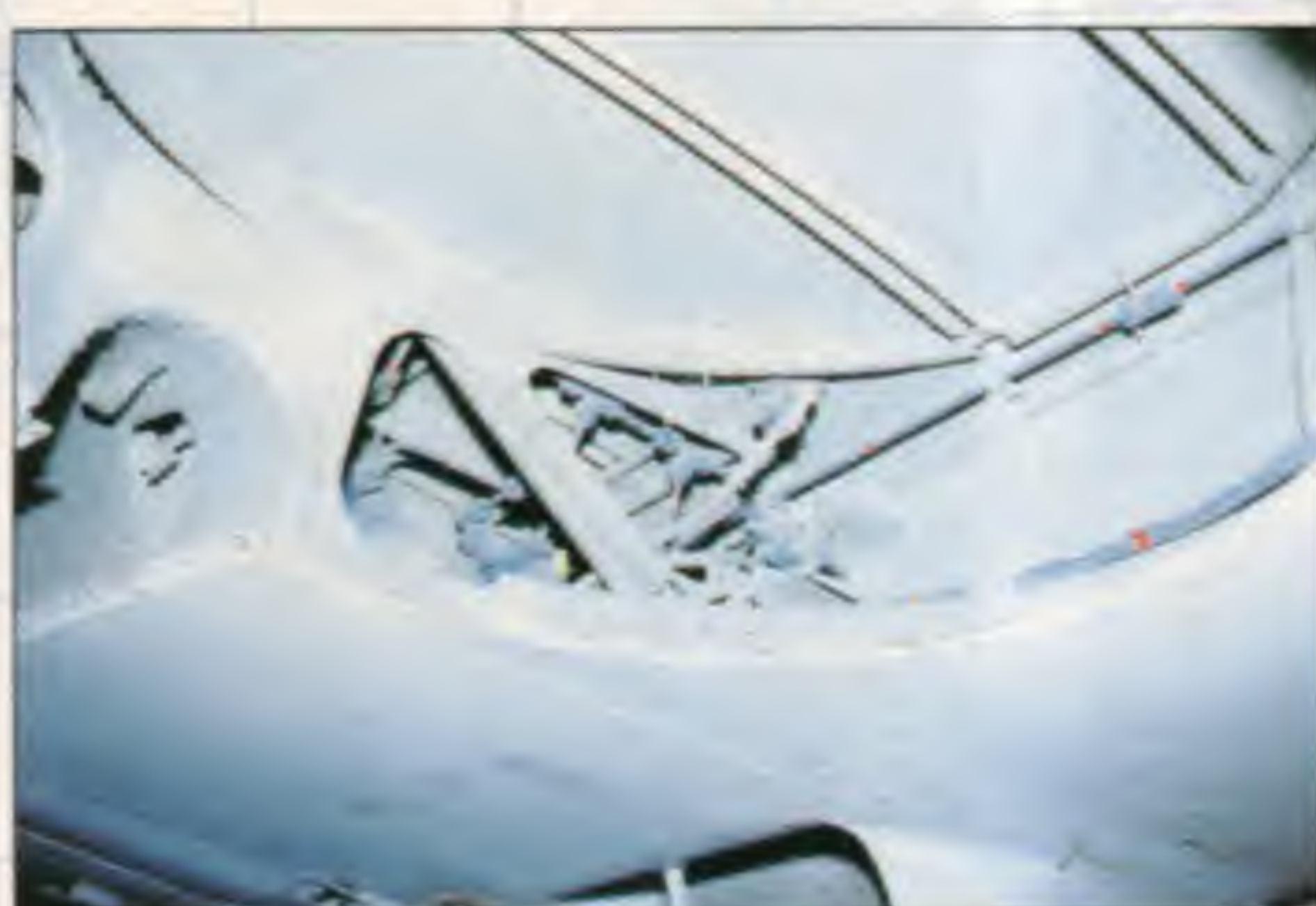


The exhaust stacks and nose area. Note the shape of the stacks

A look at the nose of the Bf 109E. It may be the angle at which this photo was taken, but the top of that cowl does not look anywhere near as sloped as is depicted in the Tamiya kit



The main oleo leg. Note the path of the brake pipe as it travels down the front of the leg



Interior of the wheel well. The canvas covers which were stitched and zipped into this area of the Bf 109E are not present on this preserved example



The weak looking undercarriage pivot point



Details of the wheel and hub assembly



The flaps on the early 109's were fabric covered. The different texture of these units are visible in this shot of the port unit



The under wing radiator units. Note the support brace in the front of this unit



The mass balance on the BF 109E consists of a metal arm onto which is mounted an aerodynamically shaped piece of wood



The walkway stencils on the wing. Note the flap position indicator towards the rear



The hand hold position aft of the cockpit



The aerial lead-in on the upper fuselage. Note that it is off-set to port



The aerial mast unit. The pick-up for the lead on top is neither the correct style or genuine



The starboard sidewall. Missing in this example is the oxygen regulator unit



The cockpit interior looking down at the control column and the lower section of the instrument panel. This preserved example was fitted with a centreline carrier and therefore it has the bomb arming panel below the lower, middle edge of the main panel



This vent is visible on the port fuselage side. It is between frames 3 and 4 and is off-set



On the starboard fuselage side, just aft of the cockpit are the oxygen charging point (forward) and the electrical pick-up point (aft)



Overall view of the cockpit interior

The split flap on the rear of the under wing radiator. This is usually up on most machines, but with it down you can see the matrix and vent pipe which are inside



Although this machine was fitted with a centreline carrier it is no longer present. The universal pick-up points for it are still visible however

Access panel in the aft port side of the fuselage. The red cross symbol denotes that this is where the first aid kit is fitted in the aircraft



The port sidewall. Prominent are the propeller and throttle controls



Close-up of the Revi 16C reflector gunsight



Close-up of the scoops and vents in the nose area



Overall look at the canopy. The opening section hinges to starboard. This section of the preserved example is not original, it is a replica made for a Buchon for use in the 'Battle of Britain' film



Early 109's had this style of bucket seat, later it was just a basic seat pan with no back. The seat harness passes through the back of the seat and is fixed to the rear bulkhead



A look along the top of the engine cowling



Rudder and details of the aerial lead pick-up. Once again the style of this unit is neither original nor accurate



Close up of the tail wheel and the hole in the fuselage for a trestle



Close up of the tail wheel and the rudder cables



The tailplane incidence mechanism



Lower section of the rudder. Note the light unit and the trim tab. This tab is not controlled and is preset on the ground



The prominent bolt on the top of the tailplane bracing struts. This is not depicted well on the Tamiya kit

Reference Material

- Aero Detail No 1: Messerschmitt Bf 109E
- Model Art No 375: Messerschmitt Bf 109B-E
- Monogram Aviation Publications: German Cockpit Interiors Vol. 1



Photo 1

Bristol Bulldog Mk IIa, K2865 of No. 3 Sqn. at Kenley in 1935 prior to leaving for the Sudan. Modellers will note the characteristic 'Bristol' style of serial with squared numerals and a hyphen after K;



also the large upper wing roundels with the two separate broad green bars. The green bars on fuselage sides had now become two short lengths, extending forward only as far as the cockpit bulkhead (which sloped). Fuselage deckings were also green. All struts were black except the upper part of the undercarriage leg containing the shock absorber. Navigation lights were fitted, as were under-wing flare struts. The squadron often operated at night. The small blob below the upper wing is the fitting for the fuel feed pipe from the starboard wing tank. Note the bulky camera 'gun' mounted on the lower wing.

(Sqn. Ldr. A W Spears)

Photo 2

This Fairey Gordon floatplane was probably at Khartoum. It was SR1199. The 'R' had been added to the serial when it was re-built from a IIIF (Constr. No. 923) and it was serving with No. 47 Sqn. Rudder stripes, red leading, mean that the



date was between 1930 and 1934. Fuselage decking was green - at that period probably Nivo. Most Gordons had wheels but No. 47 Sqn. operated off the Nile. Floats had red warning stripes to mark the propeller arc. The forward struts were rigid, but the rear float supports had shock absorbers. Struts were painted black. There were struts linking the ailerons instead of the more usual wires. Aft of the fuselage roundel was a ten inch band which was probably painted in the Flight colour.



Photo 3

A line-up of Vickers Wellesleys of No. 47 Sqn. in East Africa during the early months of the war. Engines have been shrouded to exclude sand. L2650 was in its original Dark Earth, Dark Green and Black. The white serials were still on undersurfaces, with Type A roundels near the tip. Fuselage roundels were also Type A (no outer yellow ring) and the KU codes were in Medium Grey. Other photos do not reveal the individual letter, nor the upper roundel type. To preserve



the integrity of the geodetic structure, bombs were carried in two streamlined containers mounted below the wings outboard of the undercarriage. Dr. Barnes Wallis was responsible for the geodetic structure and the Wellesley was noted for its long range rather than for its speed or load carrying.

Photo 4

An historic Meteor F.4, EE549 was the aircraft of the RAF High Speed Flight which Gr. Capt. E. M. Donaldson flew at the record speed of 616 mph on the 7th of September 1946. Sqn. Ldr. Waterton

a red bar. His rank was equivalent of a 3-star General. Armament had been replaced with ballast and airframe joints had been filled and polished. Almost certainly it had been painted powder blue (a mix of PR Blue and White?) but with standard markings and serials. The personal code J - MR on fuselage sides appears to be white with a narrow red outline. Note that the rear edge of the rudder carries the 1.5 inch wide flat strip for about two feet below the tailplane.

This cured a 'snaking' problem at certain speeds, providing the effect of a hollow-ground control surface. Note also that the aircraft now had the clipped wing tips.

(A. Fraser)

Photo 5

Prior to his Meteor EE549 Sir James Robb used this Spitfire LF. XVI SL721 as his personal transport. Like the Meteor it was painted pale blue overall with Sir James' initials in white (differently spaced) and his badges of rank. After disposal by the RAF SL721 stood on a garage forecourt in Worthing until it was acquired by the Beaulieu Motor Museum. Later it was sold in the USA.

(A. Fraser)

Photo 6

Spitfire LF. XVI SL721 in its later darker blue finish in which I saw it at Beaulieu. The code initials have now been grouped together and Type D roundels have been applied. No armament was fitted, but the fairings for the cannons remained on the



clocked in at 614 mph in EE550. Later it was most fittingly exhibited at the Paris Air Show and in January 1947 Waterton flew it from Le Bourget to Croydon at a record 618.4 mph. As seen here it was based with the Fighter Command Communications Squadron at Bovingdon and used as the personal mount of Air Marshal Sir James M Robb KBE CB DSO DFC AFC and Air Officer Commander in Chief Fighter Command (1945-48). His rank pennant can be seen below the cockpit together with three white stars on

wing leading edges.

Thanks

Thanks to Harold Stillwell who identified the flying boat with the Singapore II (June issue). It was probably the Saro A7 Severn.

Thanks also to Tim Wingham who spotted that the FN50 mid-upper turret on the Lancaster KM-D was not armed, but merely showing the interrupter gear.

Michael Payne



By Bill Clark

Dynavector's Scintillating Scimitar

The Scimitar entered service in 1958 and was in front-line service for only 8 years. Only 76 were built and I suppose that the type's real claim to fame was the fact that it was the last 'Supermarine' aircraft to be produced. Despite the small number procured, certainly by those by-gone standards, the Scimitar proved to be a fine performer, bridging the technological gap between the earlier generation of Fleet Air Arm jet aircraft, such as the Sea Hawk, Sea Venom and Attacker and paved the way for the type's eventual replacements, the Sea Vixen and Buccaneer. It was a fitting swan-song for Supermarine, for it proved that they were capable of producing a first class jet fighter after their disappointing Attacker and Swift.

The Kit

Hot on the heels of Dynavector's Sea Vixen (well a year at least!!) comes their Scimitar. When this kit was announced it was a case for me of 'I just can't wait!'. Was it worth the wait? Quite Simply... YES, YES, YES! This kit is Superb! The recessed panel lines, especially on the wings, are great and would be the envy of many an injection moulded kit. The kit comprises two large sheets of vac-form parts, two vac-formed canopies, one bag of white metal goodies and a decal sheet which is brilliant, featuring three options: a No. 803 or 807 Sqn version, both in Extra Dark Sea Grey and white, and a pale blue and white Royal Aircraft Establishment version used for high speed trials. With all vac-formed models the success of the end result lies in the preparation of each part. The instruction sheet (mine was a draft - but more than adequate) gives plenty of tips on this and

Construction

All of the kit's main components, the fuselage halves, tail halves, wing tops & bottoms and tailplanes, were marked around with indelible ink from a magic marker. Each part was cut out with scissors leaving a gap of around 1mm and then scribed around with a scalpel. Surplus plastic was then carefully snapped off.

The instructions state that the time honoured method of taping a sheet of sandpaper to the work top, to sand down each part is

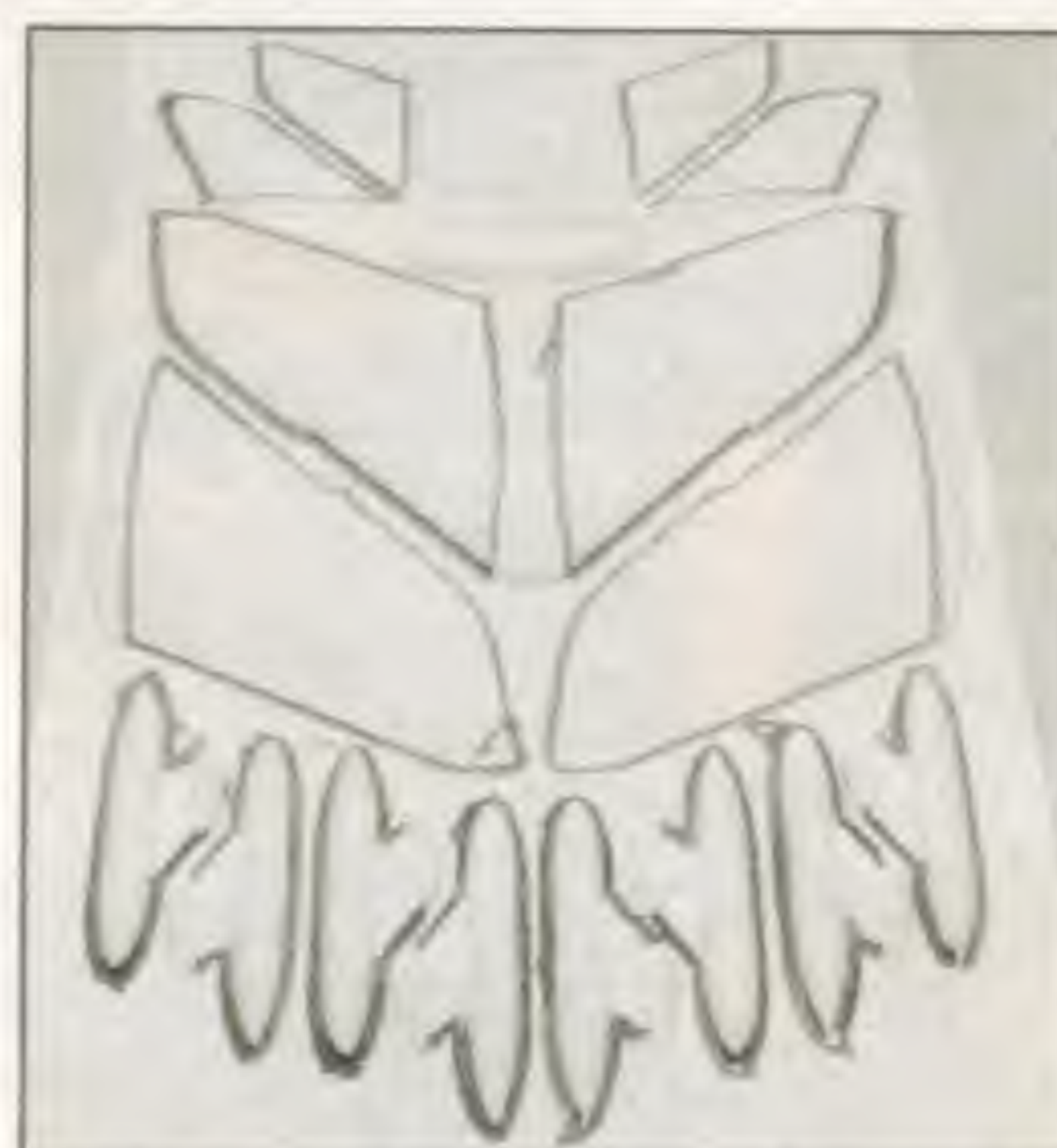
parts proved to be great, although due to an error in fitting the cockpit tub, which is described later, the fit of the nose proved a little difficult.

Cockpit/Fuselage

Before the fuselage was joined, the openings for the cockpit and nose undercarriage bay had to be dealt with. This was fairly easy to achieve by drilling holes in the four corners, plus one centrally, of the area requiring removal. Lines were scribed to join the holes and the unwanted plastic was gently pushed out. The resultant edges were then cleaned up first with my scalpel, then with a file and finally with a small piece of wet'n'dry paper. There are seven intake ducts on the upper fuselage and these were opened up to achieve the depth required, and backed with plastic card to avoid see-through. The four cannon troughs in the lower fuselage were also opened up. A small piece of plastic tube was added to the rear portion of each trough with the open end backed with a small square of plastic card. The vac-formed cockpit tub needs the two



Fuselage & tail parts



Wings, tailplanes & tanks - note the integral pylons - Personally I would have preferred these in white metal

in the general construction. It's particularly good to be able to read the instructions as well as see diagrams, something other kit manufacturers may like to acknowledge. On the subject of written instructions some are a little 'quaint', however one thing is sure: Dynavector's Mr. Taro Taminari's English is vastly superior to my Japanese, even if there is a reference to the aircraft's first 'fright'!

'ridiculous'. Whilst I maybe wouldn't go that far in agreeing with Mr Taminari, for I'm sure that this method works for some modellers, I personally prefer to scrape away the surplus plastic with the edge of my scalpel and then gently sand down, with a small piece of wet'n'dry paper until the last sliver of plastic is removed.

The fuselage is split horizontally with the tail unit split vertically. The fit of the

white metal side consuls to be added and these were superglued in place. The instrument panel, again in white metal, was added later - although I think I would have had less problems fitting it if I had done so at this stage! A coat of Humbrol matt black/grey was applied to the cockpit side walls; consoles, panels and dials etc. were painted in gloss black. The raised detail could then be picked out by high-lighting with light grey/white and yellow.

The cockpit tub was then glued to the aperture in the roof of the fuselage. The nose undercarriage bay was similarly dealt with in the lower fuselage. With both in place and prior to the two halves being joined, a strengthening spar was added to the middle of the upper fuselage shell. The dimensions are given by Dynavector, who reckon that a bulkhead is not only unnecessary, due to the rigidity of the plastic, but difficult to fit. Yes - I agree! Small tabs were then added to the fuselage join lines to ensure that the halves didn't 'bow out'. This seemed to work quite well, however, problems arose when I tried to align the nose section. It would appear that I either placed the cockpit tub (which was now firmly glued to the upper fuselage) too far forward, or the outer edges of the white metal consuls might have needed to be thinned down a little. Anyway the end result was that the upper half had indeed bowed out - only slightly, but enough to warrant a fair old dollop of filler on the lower half to hide the discrepancy! (I have since spoken to another modeller that experienced the same problem. He overcame it by inserting a spar, the width of the upper fuselage, to widen the lower fuselage half - Clever Dicky! why didn't I think of that!)



The truly brilliant white metal parts & decal sheet - it's a pity that the photo doesn't do them justice!



The fuselage and tail unit halves have been removed from the backing sheets. Note that the tail parts retain the plastic at the front

Tail Unit

The tail unit needed the removal of the bumper/arrestor hook area and the addition of the recessed bay (again vacuum-formed) to be added prior to the two halves being joined. The inner faces of the rudder required a fair amount of plastic to be removed, this was scraped off with my scalpel to achieve a sharp trailing edge.

With the trailing edges suitably thinned down, the two halves of the tail unit fitted remarkably well - although the tail boom needed a little filler to hide the joint line. Perhaps this might have been better portrayed in white metal? The extreme tip of the tail-boom was then removed, it was replaced by a small piece of clear plastic. This would be hacked to shape, sanded and polished prior to the painting stage to represent the tail-light.

The tail unit was then added to the fuselage shell. The unit itself retains the large moulding at its front which enables a snug fit with the fuselage and again proved an excellent fit, with only a minimal amount of filler required.

Fuselage

Normally at this stage I would have turned my attention to the wings and tail planes, however as the filler used needed a lot of sanding the small location marks, etched into the plastic for the white metal intake scoops, started to disappear. I therefore added the scoops after opening slots to take them. The in-flight-refuelling (IFR) probe and the fuel dump-pipe were also added at this time. The large fuselage air intakes are represented by two very well moulded vacuum-formed pieces, however the intakes themselves lack any depth due to the fuselage moulding being solid. These solid, blanked off intakes were therefore removed and intake 'trunking' fashioned from plastic card. The kit's white metal intake veins were added to the fuselage sides and the pre-painted trunking sections were inserted into the intake hole. The intake shells

were then added, these proved to be a nice snug fit although the inevitable dollop of filler was required to blend the join. The white metal jet-pipes were also added at this stage, these fitted snugly into the hole supplied, although only after the moulded interior part of the bulkhead was removed. The two-part fuselage spine was then added, again with the mandatory filler and it was on to the next stage...

Wings & Tailplanes

With the fuselage intact, attention turned to the wings and tailplanes. These mouldings are, in my humble opinion, probably the best vacuum-formed parts I have encountered. The recessed panel lines are extremely well detailed and delicate, perhaps a little too delicate in parts, so much so that some required re-



The relevant apertures and ducts have been removed with the undercarriage bay added. The cockpit tub has been treated to a coat of paint



The recessed tail-hook has been constructed, the tail halves are now ready for joining

of the wing exactly and these, once firmly attached to the upper surfaces were gently sanded down to profile. Slots were then cut in the wing tips to take the navigation lights, these being fashioned from clear red and green plastic and added later. The pitot tube, superglued into a pre-drilled hole in the starboard wing, was constructed from a needle with the rear



The fuselage parts joined. Just visible is the solid air intake areas



The fuselage spine & white metal scoops have been added, plus some filler! Note the tailplane spar which fits through the boom

scribing. The wings (upper and lower) parts fitted together like a dream with the undercarriage doors being the only parts that needed removing. Each wing has a vacuum-formed undercarriage bay and this is simply glued over the previously removed door areas. The kit includes vacuum-formed wing fences. I initially had my doubts as to this method of depicting them, I would have preferred them in white metal as featured in the Sea Vixen, but decided that they would be used. Surprise, surprise - my reservations were totally unfounded! The lower curved part fitted the contours



The white metal seat, instrument panel and cockpit tub, with metal side consoles added. The control column required replacement, it went missing during construction!

most part sleeved in heat stretched plastic tube. Each wing was then added over the mouldings already on the fuselage. I found that I had to remove a fair amount of plastic from the inner wing surfaces to obtain a good fit and once again needed a fair old dollop of filler on the bottom surfaces. Superglue was also applied, liberally, to ensure that these joints were as strong as possible.

The tailplanes use a spar, a small piece of plastic card which is supplied in the kit, to enable the correct anhedral and alignment. This fits snugly through slots made in the tail boom. The tailplanes were glued onto this spar and again fitted very well. Incidentally, anyone wishing to model one of the prototypes could simply invert this spar, as these machines had a dihedral on the tailplane, as opposed to the production model's anhedral (modelling's too easy some times!).

Undercarriage and Smaller Details

Once the inevitable filler had been sanded down attention turned to the remaining white metal parts. These included finishing off the tail hook/bumper and attending to the undercarriage. These parts required only a minimal amount of cleaning up. The nose wheel assembly comes in five parts; the main leg, wheel, a pair of actuating rods and a separate yoke.

I painted the wheel in my normal matt black/grey and left the white metal bare, with the oleos polished by scraping away the paint gently with my scalpel. The main wheels, each in three parts comprising the leg, wheel itself and an actuating rod, were dealt with next in a similar manner, and were all superglued in place. Vacuum-formed doors, simply cut out from the sheet and cleaned up, were then superglued in place following the painting stage.

Painting

I never seem to have much luck with air-brushing white. I've tried every manufacturer's white, in matt, satin or gloss, enamel and acrylic, that are available and still all of my attempts have been spectacular flops! I've also tried an assortment of spray cans but find these to be a nightmare as well - the spray goes absolutely everywhere! (Work outside Bill and then you don't have to worry about the overspray - Ed [No, but the flower borders take on a very nervous air, and painting the marigolds Silver doesn't count in any show I know of- Ed's Wife and Head Gardener]). Despite advice from friends and sympathisers at my local model club and shop - I still have no luck!! I decided



The wings & tailplane parts. Those on the left have been constructed with the undercarriage bay added



It's starting to look like a Scimitar now, with wings & tailplanes joined to the fuselage. The solid intake areas have been removed

therefore that the vast areas of this shade required on the under surfaces and tail (to 'undercoat' the yellow of the decals) would be brush painted. I used Humbrol No 130 Satin White. At least four coats of the stuff was required to enable a good coverage, with a light sanding down in between each coat - before resorting to my air-brush for the final coat. Heaven help me if I ever get round to making Aeroclub's 1/48th Vulcan in it's Anti-Radiation White scheme!!

With all the white areas masked off attention turned to the Extra Dark Sea Grey areas. This was sprayed on, using Humbrol's satin paint, which is lovely and smooth, with no trouble at all - and while the paint was drying the four sets of drop tanks were constructed. Each tank is depicted in two halves with pylons moulded integrally. When making the Sea Vixen last year I experienced some difficulty in the construction of the tanks - these also having the pylons moulded integrally. In that instance I had to resort to removing one half of the pylon and rejoining it to the other half when the



The fabricated intake trunks - quite effective - even if not totally accurate



Now that the intake trunking has been added it's time for the intake shells to be fitted



A little more filler to hide the gap on the intake shells



Front view of the nose. Note the filler used to hide my poor fitting of the cockpit tub!



That looks better!! A couple of coats of paint to hide all that nasty filler stuff(!), with white discs to 'undercoat' the roundels and white forward fin section to do the same on the yellow/black decals

tanks were complete. On the Scimitar I found that I still couldn't manage to remove a uniform amount of plastic from the tank halves and the pylons at the same time either, so each pylon half was removed and the four sets of pylons and tanks were built up and re-joined. Each pylon features a fairing at the top which fits directly on to the wing. The top of it, once cleaned up, had a thin piece of plastic card over-laid. This was carefully cut and sanded to match the fairing's profile. The two outer pylon's fairing should be longer than those portrayed on the kit, although I must admit I didn't bother with mine. A little filler was of course required and once this had dried and been sanded down, each tank was painted in Humbrol gloss white and decalced with the trestle markings etc., supplied in the kit. The tanks were then 'dirtied-up', by applying a wash of black pencil dust rubbed in with a wet finger.

Decals

The whole model was then given a couple of coats of Gloss Varnish, Johnsons Klear floor polish, this being brushed on. This gave the required sheen and a sufficiently smooth surface for the decals to adhere to, and also has the added benefit of protecting the paint work. The Scimitar's fuselage roundels were applied on the

to act as a 'uniform' undercoat. A further pair of similar discs were applied to the wing tops as well, these were all given a coat or two of white to blend the varying shades together. As it transpired, I was wise to apply this undercoat... when the roundels were over the 'un-treated' areas, while they were being 'teased' into place, the dividing line was very apparent (who's a clever boy then?!).

After much thought I had decided that I would use as many of the decals as possible on the kit's sheet and therefore chose XD250/ "147-H" of 803 NAS while embarked on HMS Hermes during 1963-4. This squadron featured the distinctive yellow and black chequered forward fin area, which is featured on the

decal sheet. This area had been under-coated in white to ensure that the yellow in the decals didn't appear too dull. The decal itself was trimmed as near as possible to its edges to ensure that the corners didn't overlap too much, especially along the leading edge. When perfectly dry a touch of yellow and black paint hid the small gaps.

The rest of the decals were applied using a little more Klear to help them 'bed-down'.

The under-wing's Extra Dark Sea Grey/white dividing line had some thin decal strip applied to straighten the ragged wavy line that I had inadvertently painted - well no-one's perfect are they?! The vast white areas were then treated to



Decalling has commenced



The lower fuselage with undercarriage units added

side of the intakes with the lower portion over the white and the upper portion on Extra Dark Sea Grey. In my opinion there is nothing worse in the roundel world as a roundel that should be red/white & blue appearing half in these colours and half in dull red/light grey and dull blue (apart from maybe the red spot being off centre - no problems here though; Dynavector supply the red spot separate, so if they are off centre, it's down to the builder!!). Although the quality of Dynavector's decals is excellent, I was concerned that this dividing line might show through the roundels. So rather than take the risk I used the white sections of blue & white roundels from the spares box, carefully cut out and applied to the fuselage intake



Dynavector's ejector seat required a little extra detailing in the form of brown paper, tin foil and Milliput

a 'dirtying up', once more using a black pencil to initially high-light the panel lines and then smudging a wet finger in the direction of the air-flow. This has the desired effect of 'staining' the underside in a suitably prototypical manner.

A further coat of varnish was applied and then it was time to add the pre-painted and pre-decalled drop-tanks. Optional 'fits' for the Scimitar could have comprised 'Bullpup' missiles, SNEB rocket pods, Bombs (The Scimitar was the first Fleet Air Arm aircraft capable of 'Nuking' its enemy!), Sidewinders or a 'Buddy-Buddy' refuelling pod. In order that all four tanks were lined up correctly, small plastic rod 'tabs' were glued to the pylon tops. Small slots were then opened

Imm from the forward 'T' marking, engraved in the plastic.

The two outer tanks were subsequently omitted - unfortunately I had made an error in fixing them back onto the pylons, resulting in one tank 'poking out' further on one side than the other! Rather than re-fit it, I decided that both should be removed - still fairly prototypical though.

Ejector Seat

The ejector seat was dealt with next. The seat is only one, of two (see my comments on the canopy!!) disappointing parts in the kit! It lacks the detail and indeed the 'bulk' apparent on the prototype and while it might have been easier to replace it with an Aeroclub seat I decided to try to detail the unit supplied.

The seat's side frames were filed down a little to give the top portion, which houses the ejector handle - itself manufactured and added later from thin wire - a little more prominence. The rocket motor/spine was added to the rear, this was salvaged from a Hasegawa F-4 seat from the spares box, and cushions/parachute packs added from



The underwing stores...



...as built up, decalred and 'scruffed up'. Plastic card tabs have been added to assist alignment

Milliput and plastic card. The main structure was then painted in satin black, with cushions and harnesses in varying shades of green and buff. Straps and harnesses were added from pieces of buff envelope with buckles from sections of silver foil. The rear decking of the cockpit needed a little plastic removed for the slightly bulkier seat to fit, this being superglued in place on top of a square scrap of plastic to give the seat a little extra height. It was at this time that I noticed that the control column, added much earlier, had gone AWOL, probably as a result of numerous dry fittings of the seat. Another problem with this kit (and Dynavektor are not the only 'guilty' manufacturers here, not by any stretch of the imagination!) is the lack of detail in this rear decking. As I had absolutely no references on this area to hand at the time of manufacture I added some 'speculative' detail from plastic rod and card.

Canopy

Two canopies are provided, thank you Mr Taminari, the second one will come in handy especially if you're as clumsy as me! The material used is incredibly clear, and, it is claimed, can be glued using polystyrene cement, BUT.... is also incredibly prone to damage, as I discovered when making the Sea Vixen.



22. A view of the under side with slots carved into the wings to take the pylons, with the white 'scruffed up'. Almost 'just like the real thing'

Thinners and Duraglit polish, and probably any other spirit based media as well, reacts in such a way that if any is in contact with it the end result is a gooey, smudgy 'clear' piece of plastic! So when dealing with the canopy it was time for the 'kid gloves'. The canopy, still on its backing sheet, had a couple of coats of extra dark sea grey applied to the framework, and when perfectly dry, remember any paint in the wrong place would have had to stay there, carefully removed from the backing sheet. I had as normal decided that my canopy would be open, so using two small slivers of masking tape (I was worried - if not by now totally paranoid - that the adhesive used in the tape might have affected the plastic!) as a guideline, used my razor saw and scalpel to separate canopy from windscreen. The windscreen was glued in place with Kristal Klear which was also used to fill any gaps. The canopy hood was then added, again using Kristal Klear. Small strips of white decal were used to represent the canopy sealing, this being 'floated' into place with Johnsons Kleer, which thank goodness - didn't affect the clear plastic adversely (and may indeed be the answer - coat the whole canopy first with Kleer before painting?).

You may have gathered by now that I am not too keen on this type of 'clear' plastic! The advantages of being able to use polystyrene cement are vastly outweighed by the disadvantages of the chemical composition of the plastic used. As a modeller that tends to use Krystal Klear (or similar) to affix ALL canopy's (including injection moulded ones - it's

easier to correct mistakes - you just peel it off when it's dry) I really can't see the benefit of being able to use polystyrene cement! So, Mr Taminari - a novel attempt, but can we please have more 'conventional' clear plastic in your kits!

Finals

The natural metal areas around the jet-pipes were represented by pieces of tin-foil, using the engraved panel lines as guide-lines. One point worth mentioning here; judging from photographs of the 'real thing' the edges of these plates



seemed to be 'wavy' if not down-right jagged. I have tried to replicate this on my model (it's not the result of a blunt blade in my scalpel - honestly!) and am now waiting for the inevitable comments from the FAA/Scimitar expert(s) at my model club!!

The various antenna were then added



from thin plastic card and stretched sprue and engraved panel lines were treated to a thin wash of black pencil dust diluted in Johnsons Kleer to highlight them. A coat of semi-gloss varnish followed, my normal concoction of more Johnsons Kleer, Microflat and Tamiya Acrylic thinners, resulting in a lovely semi-gloss sheen.

My Scimitar could now join the rest of my Fleet Air Arm models.

Conclusion

In time-honoured fashion I would like to start my conclusion by thanking Mr Taminari of Dynavektor for this model. It is sheer quality (even taking into account my few negative quibbles!) at a very fair price. Basically, apart from the ejector seat, I made this kit straight from the box, and enjoyed it immensely. This kit is engineered in such a way that it is an ideal subject for anyone wishing to cut their teeth on a vac-form model. For those with more experience, and with enough detail on this aircraft allied to a fair modicum of skill, this kit could be transformed into a super-detailed masterpiece relatively easily. The finished article as built captures the graceful, and somewhat unusual, lines of this aircraft admirably, and looks great 'parked' next to the same company's Sea Vixen, Falcon's Sea Hawk and indeed Aeroclub's Hunter. But..... imagine it with the wings folded and fully detailed folding mechanism, flaps down

and slats extended, an access panel or two, nonchalantly ajar here or there.....

Dynavektor have announced that their next model in this scale will be a Javelin. Whilst I am awaiting with bated breath its arrival, I will just have to console myself on the bevy of injection moulded/multi-media 1/48th Hunters, Lightnings, Meteors and Venoms winging their way in over the next few months. A few years ago it was hard to find a decent modern era (i.e. with jet-pipes!!) quarter scale model of an RAF/RN aircraft, now it's reminiscent of when I used to wait for a No 6 bus to take me to school - you wait ages for one and half a dozen come at the same time (No, my teachers didn't believe me either!). There just ain't enough modelling sessions in a year are there? Truly, we RAF/RN modellers have never had it so good! (Another word of thanks here to my mate Peter Ogden at Beaney's Models in Sittingbourne for all his help.)

Bill Clark



This was the room, on the upper level, which housed all the competition models. With over 2,000 models of all types on display it was an awesome sight. Basically the two lines of tables to the left in this shot are aircraft, the rest were armour, figures, cars and boats. I must admit that as I was once an armour modeller, I spent a good few hours looking with awe at the armour models on display!



A close-up of the excellent level of detail achieved in the engine of the Hellcat



The model which may well have taken it all, this superb scratchbuilt, 1/16th scale (I think) Hellcat was mind blowing. The great thing about it was that it was plastic



A wealth of detail was added to this Monogram Razorback P-47D in 1/48th scale



The Classic Resin Airframe kit in 1/48th scale may well only have been out for a short time, but that did not stop this modeller from entering this Me 109



A nicely built and painted Bf 109G-10 was depicted in the markings of Erich Hartmann and based on the Hasegawa kit in 1/72nd scale



A big, 1/24th scale I think, scratchbuilt Boulton Paul Defiant



There were quite a few Fw 190's of various types in the competition. This Fw 190F-8 is depicted in Hungarian markings and was based on the Tamiya kit in 1/48th scale



Excuse my indulgence - oh, Su-27's! Thank you I feel better now



Two very well finished Ki-44 Tojo's. Each is the Hasegawa kit in 1/48th scale



Another Classic Resin Airframe kit in 1/48th scale, this time it is the Me 209A-1

1997 IPMS/USA National Convention

The Event

This year's event was staged at the Hyatt Convention Centre, Columbus, Ohio over the 9th, 10th, 11th and 12th of July. The venue, which was within the Hyatt Hotel, was certainly large and because it had been split into two levels, one for traders and one for the competition, it took quite a while to look all the way around. As a personal view point I prefer a venue like last years (See Vol 2 Iss 9 Page 575-579), with it all in one place, but of course not all venues offer this sort of space (ask the IPMS UK National Committee about finding alternative, larger venues!).

One real bonus of this year's venue was its location, think about it, Columbus, Ohio - yes, you guessed it, it was about 45 minutes drive away from the USAF Museum at Dayton! The organisers arranged a day trip to this museum during the event, with a special 'open cockpit tour'. I did not have the opportunity to go

to this, however thanks to the generosity of a friend, I was able to spend a magnificent Sunday at the museum. Ho hum, many happy hours with my head up inside wheel wells!

Our Coverage

Because of the sheer amount of models in the competition area (2,200+), I have decided to do this year's simply as a photographic coverage of the competition area. All of the new items etc which were encountered there will be covered in a News Update Special elsewhere in this edition.

As a final point, before we move onto the pictures, I would like to extend my thanks to the organisers of the event, especially Estan Kohler and to Bill Bosworth and all the gang at Accurate Miniatures. A final, and very special, thank you must go to Jim Rucker for taking me around the USAF Museum on Sunday.



Some very good weathering coupled with an excellent model made this Havoc stand out



A real 'oldie', this Kingfisher in 1/48th scale is depicted in USN Coast Guard markings and is based on the Monogram kit. Beautifully built and finished as far as I was concerned



I knew the new Monogram Bf 110G-4 would be in attendance, but surprisingly this bunch actually contains just one. The others are based on the old Fujimi kit



Just to prove what you can do with an old Airfix kit! This model of the Heinkel He 177 in 1/72nd scale used the old Airfix kit as a basis and featured a wealth of superdetailing. Note the drooping flaps



I just had to include a shot of this lovely Fairey FD2. The model was based on the old Frog kit, so those of you who have made that kit will appreciate how much this modeller has improved it



An FH-1 Phantom in 1/72nd scale. The model is based on the MPM limited-run kit and has a wealth of detail added to the gun bay in the nose, as well as the usual cockpit interior and wheel wells



Oh silly man, someone had to do it before too long. This scratchbuilt Me 321 'Gigant' was not the Italeri kit in 1/72nd scale, it was in 1/48th and had a span of about 4ft!



A lovely Fw 190D-9, shown here in JV 44 markings and built, I think, from the Tamiya kit in 1/48th scale. The markings may well be from Experten



An OV-10 Bronco. This model was in 1/48th scale and was either a scratchbuilt conversion, or utilised the Paragon update set. Either way it should have been based on the old Testors kit



Excellent detailing and painting of this Myrt made this little beauty an eye catcher. It is based on the Fujimi kit in 1/72nd scale



Not the eagerly awaited Classic Airframe kit of the He 112 in 1/48th scale, as I first thought, but a Czech resin kit of the type in that scale. This model caught my eye as I like the He 112, although I am not usually a fan of 'inked' panel lines



The massive stretched Ju 88 coupled with the Fw 190 mother-ship made up this Mistel composite. The planes are based on the Dragon Mistel kit in 1/48th scale, although the G-10 stretched Ju 88, may well be converted from scratch or may utilise the fuselage plug from Paragon



An interesting type which was converted here superbly. Many will know that Germany seriously considered producing the Mitsubishi Ki-46 'Dinah' under license. The aircraft would have been converted for high-altitude recon work and would have featured the BMW 801T powerplants of the Ju 388. This model, based on the new Tamiya 1/48th scale Ki-46III had been converted perfectly (don't you just hate some modellers - No, I'm not jealous!)



The new Tamiya Beaufighters even managed to make the competition hall, even though they had only been officially out in the USA for about a week prior to the event! These two depicted, RAAF and Israeli AF examples



This big scale, 1/24th, kit of the N1K2-J 'George' by Bandai was totally updated with new interior, engine, undercarriage and machine gun bays all from scratch

The Bookshelf

Uhu Monograph

A new series of softback books from the Czech Republic has been launched with a title looking at the Heinkel He 219 'Uhu'. The series, entitled 'Samoloty Swiata', is in an A4 format, with a card cover and 26 pages of contents. Most of the pages are B&W, but there is colour on the cover and a four page colour spread in the centre. As usual with this format of monograph, this book looks at all the versions of the type, although the text will be of little use to you, as it's in Czech. There is a set of 1/72nd scale plans however. Side views for the V3, A-2, A-5, B-1 and C-1 versions are included along with a set of top/bottom views for the A-7/R2 and side and front views of the A-7/R4.

The colour artwork in the centre of the title are for an A-7/R1 operated by I./NJG1 from Westerland (Sylt) in early 1945 and an A-7 which was operated by I./NJG1 at Venlo in late 1944.

There are some nice technical pictures of the He 219 at the back of the title, with views into the wheel wells. On the back cover you get another selection of colour side views. There is an A-2 and A-7/R1 of I./NJG1, an A-5 of 3./NJGr 10, an A-7 of 3./NJG 3, the A-5 which was captured and displayed in RAF markings at Farnborough in 1945 and an A-5 operated by the Czech AF by

LB-79/1 in 1952!

For just £3.99 this book is a real 'must' for all Luftwaffe fans. You may think you have lots on the type, but with the new Tamiya kit due soon, this one will offer you excellent alternative colour schemes and that Czech one is a real temptation.



If you want a copy of this title, contact Books International at:

101 Lychford Road, Farnborough,
Hants. GU14 6ET

Tel: 01252 376564

Fax: 01252 370181

My thanks to Books International for the review sample.

Holder of the Pour le Mérite

A new title from Brassey's is a book which is entitled 'German Knights of the Air' and it deals with those who were awarded the Ordre Pour le Mérite in WWI. The A5 format title has 208 pages with a hardback cover and the mass of photographs are in black & white.

The text looks at the background to the award itself, some basic background to the German air force and also includes a complete list of all the recipients of the award. The rest of the book looks at each of these recipients in turn. The text looks at the action which led to the award of the medal to the pilot and also includes photographs of each. Of course, because of the composition of many of these 'portraits', the photographs also include many shots of their aircraft. Some of these are in detail, as the pilot is posed quite near to it. Famous names included are Haptnm Rudolf Berthold, Oswald Boelcke, Wilhelm Frankl, Hermann Göring (head of the Luftwaffe in WWII), Robert Ritter von Griem (Göring's replacement in the last weeks of WWII), Max Immelmann, Ernst Udet, Lothar Freiherr von Richthofen and of course the 'ace of aces' Manfred Freiherr von Richthofen.

If you are interested in this period of aviation history then this title is one you

will certainly want to add to your library. If you're a model maker as well, then I am sure you will find the title of great interest. It offers the 'personal' element of the ferocious fighting which took place during this war.



This title retails for just £17.50 and can be obtained from all good book shops. If you want to know more about the Brassey's range you can contact them at:

Brassey's (UK) Ltd, 33 John Street,
London. WC1N 2AT

My thanks to Brassey's for the review sample.

Latest from La Bancarella

The fifth in the La Bancarella series of monographs is available and it deals with the CRDA Cant Z506.

The title is offered in the same format as all the others in the series. The 48 pages of this A4 sized book have a full colour laminated cover with fold-out colour artwork. There are four side views on the inside front cover, one of the prototype, two Z506C's and a Z506B of 1460 Squadriglia. The five views in the fold-out section depict a Z506B of 2870 Squadriglia. The main text of the title is in both Italian and English and there is a wealth of black and white photos to illustrate it. Scale side views of the Z 505, Z 506 1st prototype, Z 506A and Z 506 land plane, Z 506C, modified Z 506C, Z 506B 12th and 14th Series are included. In the centre pages there is a full set of 1/72nd scale plans for the Z 506B, which are excellent.

The final section of the book looks at the technical side of the type, with some interior shots, details of the Caproni-Lanciani powered turret and a cutaway of the Z 506B Serie III in 1/72nd scale. The back pages include details of the models available of the type, plus a good full colour view of the cockpit interior. The outer pages

include more colour artwork, which is done by a name you will be familiar with, Michele Marsan.



Once again this is another excellent title and well worth adding to your collection. I don't have a confirmed UK price as yet, but I believe it is around £8.99. For more details you can contact Midland Counties Publications on 01455 233747

My thanks to La Bancarella Aeronautica for the review sample.

New 4+ Title

The latest title from this source is all about the MiG-15. It's 48 pages in an A4 format with a full colour laminated card cover. The text is now offered in both Czech and English.

The first eight pages has a full bilingual history of the type and its production. The next 12 pages are packed with black and white pictures of the type in service with all the nations that had the type. In the middle pages there are a full set of 1/72nd scale plans for the type and when I say full, I mean FULL. Every version is covered and these include the license built versions. The contents continue with eight pages of colour pictures, these include pictures of the aircraft in service with various nations and a selection of interior and detail shots of a preserved example. In the middle you get a separate (nothing on the back) colour picture of a Czech version taxiing. The remaining 20+ pages of the title are a mass of black and white pictures looking at all the types in detail. Within this section there is a selection of side views illustrating camouflage and markings, although these are not in colour. The final item, and a nice touch, is a full set of scale plans for all the weapons and fuel tanks carried by the MiG-15.

An additional item with this book and the reason why it comes packed in

a bag, is that those superb 1/72nd scale plans have been increased and produced on a A2 sheet in 1/48th scale. This sheet offers you all those plans on the 1/72nd scale version as well as four side views and the scale drawings of the weapons etc.



This title is available for just £10.50, which is good value when you consider the two sets of plans, mass of photographs and the English text. If you want to obtain a copy, or know more about the other titles in the range, you should contact:

Four Plus UK, 29 Westwood
Gardens,

Hadleigh, Benfleet, Essex. SS7 2SH
Tel/Fax: 01702 559308

New 'In Action' Title

The latest addition to the 'In Action' series from Squadron Publications deals with the Fokker D.VII.

The subject is one of THE fighters from WWI. We all know that it is the only type mentioned by name in the surrender agreement and its fame is on a par with the SE5A.

The title is in the usual format of 50 pages in a landscape A4 format with a colour insert in the middle. The text looks at the development of the type and there are various pictures and scrap views which illustrate the numerous changes made to the aircraft as it developed. One area which is always confusing is the cooling louvers on the engine nacelles. Both early and late Fokker built examples, plus Albatros and OAW machines are dealt with, although this area of the type is far more complex than this.

The centre pages offer colour side views of ten machines. Nine of these

are German Imperial Air Force operated machines, including the blue

and green machine flown by Lt. Franz Büchner of Jasta 53. The final scheme is a machine which was operated by Poilzerflieger (Air Police) Staffeln at

Paderborn in the early 1920's.

The last sections of the text look at the D.VII after WWI and its use by the Dutch, Swiss and possible use and production by America. This including the Packard 8 powered versions.

For just £7.99 this is another good 'one point' reference book for your collection. It does not profess to be a definitive guide to the type, as I am sure there are few who would have the nerve to make such a claim about such a controversial type. What it does offer is a mass of pictures, simple guides to all the major changes on each type and a selection of colour options.

This and all other Squadron Publications are available from their UK importer, Pocketbond Ltd. For more details on this, and any other title in the range, contact them at:

PO Box 80, Welwyn, Herts. AL6 0ND

Tel: 01707 391509 Fax: 01707 327466



Luftwaffe Allies Part 1

A new book, also from Books International, is all about those forces which became allied with Germany in WWII. The title is a softback bound A4 format with 124 pages, of these the mass are B&W, but there are eight pages of colour at the back.

What the title basically does is look at each of the axis forces, the first being the Hungarian AF. The text looks at this force from the early days after WWI, through the inter-war years and then into WWII. There are loads of photographs throughout, with at least two per page, but sometimes as many as six. A second part to this first subject deals with all the Hungarian designed and produced types and there are drawings for a couple of them included.

Next it looks at the Slovakian AF and the first section deals with the 1918 to 1939 period, with more photos. It then moves to WWII and then onto the indigent types from this force, such as the Avia B-534 etc.

Next is the same sort of coverage for the Rumanian AF. The types covered in the last section include the IAR80 and SM 79B.

As I said the back section (8 pages) of this book gives you full colour side views of various types. In



Hungarian markings there is an He 51B-1, PZL P.24B, Avia B-534, DAR-10F, Bf 109E-7, Bf 109G-2, Letov S-328, Avia B-135, Do-17P, Aero MB 200, D.520, Ju 87D-5, He 45, KB-5 and DAR-3. For the Bulgarian AF there are views of an Ar 196, Letov S-328, Bf 109G-4, Avia B-534, Bf 109E-4, E-7, Praga E-39, He 111H-10, IAR 27, Ar 96B, Bf 109G-2/R6 and a Caudron C445. For the Rumanian AF there are views of the SM 79B, He 111H-3, KB-309, Hs 129, Cant Z.504, Blenheim Mk I, IAR 39, Potez 633B2, IAR 80A, Bf 109G-2, G-6 and an Fw 190F-8.

For just £9.99 you get a hell of a lot of book. The pictures alone make this an ideal addition to any modellers collection. Although there are few detail pictures in the book, the mass of B&W photos will keep you building for about 5 years!

If you need alternative schemes this book is for you, if you like the subject this book is for you and finally if you have any of the types covered waiting to be built, then this book is for you.

Once again this title is highly recommended and it can be obtained from Books International (see address elsewhere).

My thanks to Books International for the review sample.

New from Classic Publications

All of you I am sure will recall the first title from this company, JV 44, which was released last year. Well, it has been a while since then but at last the second title has been released.

This new title is equally as good, if not better, than the JV 44 title and it is entitled 'Hs 129 Panzerjäger'. This title defies my ability to describe it simply because there is so much offered. The book, which is big (24cm x 31cm), has no fewer than 340 pages! Inside you will get everything you will ever want to know about the Henschel Hs 129. The author, Martin Pegg, has researched this topic for many years and the depth and quality of his research is reflected in this title.

There are loads of photographs included within the text and many of them are not well known. The book looks at the development of the design concept, its production, operation, tactics and also looks at the Rumanian AF's use of the type. Throughout there are excellent technical illustrations from the skilled hand of Arthur Bentley. These include all the armament and scale plans for each version. There is also a good selection of colour side views from Eddie Creek and these are supplemented by fold-out artwork from Tom Tullis. The quality of all of the illustrations are superb, you won't see better.

I could go on and on about this title,



but the production team will moan about the amount of space this review takes

up! I will therefore say that if you are a Luftwaffe fan and only want to purchase one book this year, then this is THE title to buy. It is not cheap, as you would expect for a product of this quality and, yes, let's face it, size! At £39.95 it may have a few of you whistling, but I can assure you it is well worth considering.

If you want to know more about this and the other title in the range you should contact:

Classic Publications,
Quarry Ridge House,
7 Quarry Close, Burgess Hill,
West Sussex. RH15 0TJ
Tel: 01444 257070
Fax: 01444 247090

E-Mail: classic@classic-books.co.uk

My thanks to Classic Publications for the review sample

Bookshelf Update

New Aero Fan Edition

When I reviewed the last edition of Aero Fan in the June edition (See Vol 3 Iss 6 Page 396), I omitted to mention the interim edition. This is Vol 15 No 60 and is for the Jan-March 1997 period.

The title is in the usual format of 66 pages A4 with a full colour laminated cover. The subjects covered include the Macchi C.94 and there are pictures of the types, colour side views and 1/100th scale plans of the type. There is also a story on the recovery and restoration of an Re 2001, a look at Italian flying boats in Rumanian service, six pages of WWII era photographs and a look at some cartoon characters painted onto the sides of SM 79's in WWII.

If you like Italian machines, from any era and enjoy a quality publication then this one is for you. Contact Midland Counties Publications (number elsewhere) for details.

KoKu-Fan

Many will be aware of this Japanese publishing houses products. They tend to be a little hard to get hold of at times, but Meteor Productions in the USA have now been appointed to distribute them worldwide.

There are three main styles of title, other than the bi-monthly version. The first in the Koku-Fan Illustrated series is the strangely named 'number catalog'.



These large, 127 page titles normally deal with specific types. The most recent, No 92, lists all the types operated by the Japanese Imperial Army in WWII. The book is packed with pictures and side view diagrams of each type, including prototypes. The other type, is more familiar to most, as it deals with a specific aircraft type. The most current edition, No 87, looks at the McDD F/A-18 Hornet. This title has 110 pages, of which most are in colour, and the coverage looks at every operating squadron that uses the type. The other style of title is another special, although this time it looks at a specific period of aviation history. The most recent edition, No.89, looks at US Naval aviation from 1945 to 1956. This

title comprises 143 pages and inside there is a mass of black and white photographs covering each aircraft type used by the USN.

Each one of these titles is certainly worth considering, especially if you are interested in the subject matter. The text is of little use, as it is in Japanese, but they offer a wealth of good quality photographic coverage.

If you wish to know more about the availability of the range you can contact Meteor Productions at: PO Box 3956, Merrifield, VA 22116, USA Tel: 703 591 0652 Fax: 703 591 3996.

FAOW

All of you will recognise these initials, they stand for Famous Aircraft of the World and this is a series of books produced in Japan by Burindo.

Each title is normally an 87 page A5 format with a loose cover. There are normally 8 pages of colour at the start of the book and there is also a fold out full colour side view included. Each



title deals with a specific subject and it covers it in detail, there are lots of detail

photographs, plus additional drawings illustrating the interior, wheel wells etc. Every title in the range is certainly well worth investing in.

Once again worldwide sources can obtain copies of the entire range from Meteor Productions (see address elsewhere).



Latest from Ace

The newest title in this Polish firm's 'In Detail' range of monograph's is all about the Macchi C.202 'Folgore'. The 32 page book includes good colour artwork and we will bring you a full review of it next month. For more details on the entire range contact Ace Publications at: 53-526 Wroclaw, ul. Stysia 18/9, Poland.



Colour Chips from T-Stoff Research

Many of you will not know this firm, however you will if I say MSAP. This firm released a series of colour chips on printed pages last year, with the intention of them making

up into a binder. You may recall the review we did of the first sets last years (See Vol 2 Iss 10, Page 651), well another set have now been released, although the company name seems to have changed to T-Stoff Research Ltd. Each set comprises a few loose pages in a snap-lock page. One of them has colour chips attached, the other one or two have side views with the overall colour demarcations marked on them for the appropriate machines.



The sets which have been released cover Luftwaffe Aircraft; Early & Mid-War Fighters, US Navy; WWII-Carrier Based Aircraft, French Aircraft; Battle of France & Armistice Air Force and Japanese; Naval Air Force, WWII.

New USAF Colour Guide from Squadron

Volume 3 of the Air Force Colors guide was released at the US Nationals in July. Written by Dana Bell, this title looks at the Pacific and Home front in the 1942-1947 period. It's a softback with 96 pages and over 250 B&W photographs. There is also a mass of colour artwork for aircraft, squadron badges and markings from the skilled pen of Don Greer. We will bring you a complete review of this title next month. In the meantime if you want to know more about this and all

other Squadron titles, contact Pocketbond Ltd (address elsewhere).

New Addition to the Aviation History Colouring Book

Many know Ian K.Baker from his excellent colour and marking series in the pages of this magazine. He also releases much of this research in a series of booklets. The



latest release in the series, No 30, deals with RAAF colours, markings and camouflage and is in the form of an update and a look at the oddities Ian has encountered during his research.

If you would like to obtain this, and any other of the titles in the series, they can be purchased in the UK from: Roger Wallsgrave, Mushroom Monthly, 36 Ver Road, Redbourn, Herts. AL3 7PE

FAMAS

The latest edition of the newsletter for the Frog & Airfix Model Aircraft Society (pronounced 'Famous') has just been released. The booklet, which is 14 pages of A4 produced on DTP, deals with the four re-issues from Airfix (See our Re-Issue Review last month), a look at the kits that started it all (Spitfire and Gladiator), a build of the Westland Sea King plus notes on the FROG Spitfire Mk VIII/IX.

If you want to join the society, or know more about them, contact:

Merv Hambling, 35 Roseberry Road, Sheffield Park, Cromer, Norfolk. NR27 0BX.

Scale Plans

Many will recall us mentioning the scale plans service that was being offered by artist Hubert Cance. Well, Hubert has sent samples of the latest series and details of how you may obtain catalogues. So far there are sets for spacecraft, 'ground support' equipment and 'pilot's sight'.

If you wish to know more about this service, you can obtain the first two catalogues for 1 IRC each and the aircraft one for 2 IRC's. Contact:

Hubert Cance, 56, Bd. E.Lintilhac, 15000 Aurillac, France.

Next from Classic Publications

After the release of the Hs 129 book reviewed above, the next four titles due from this source have been announced.

Realising that the year since the first product was too long, Classic have decided to reduce the size of their next two books by cutting them in half and producing four volumes! Each will deal with the Messerschmitt Me 262 and the first volume will look at the prototypes and the evolution of the design. This will be followed by the second edition



which will look at the evolution and operation of the type and the third and fourth will probably look at the operational history of the type and finally at all the design developments and projects based around the Me 262. Each volume will be approximately 220+ pages, 300+ photographs and a mass of colour illustrations and scale plans.

The first volume will be released in about September and will be £30.00 plus shipping. The second edition will hopefully be out by the end of the year although a price has not been confirmed for it. If you place an order with Classic in advance you will get a 10% discount on the price, therefore allowing you to obtain it for £27.00 plus shipping. Contact Classic Publications (address mentioned previously) for details of this and all other titles in their range.



Forthcoming Events

• **SUNDERLAND SCALE MODEL Club** will be holding their annual show and competition on Saturday 6th September 1997 in the Students Club, Sunderland University, Manor Quay Building, St. Peters Wharf from 10am to 4pm. Admission will be £1.00 for adults. For more information contact D. Walton, 45 Ferryboat Lane, Sunderland, SR5 3RD Tel: 0191 5480744.

• **THE AERO SPACE & Vehicle Club's** annual model show and competition will be held at the Community Centre, Church Road, Wombourne, Wolverhampton on September 7th 1997 from 10.30am to 4.30pm. For more information contact Mr Johan Van Leerzem, Bells Lane, Stourbridge, West Midlands, tel: 01384 278600 or Mr Norman Robinson, 10 Otterburn Close, Heath Hayes, Cannock, Staffs. WS12 5TW. Tel: 01543 276025. Please include a stamped SAE with all enquiries.

• **THE ST. LOUIS HOBBY Association** presents Hobby Expo 97 at the Wayne C. Kennedy Recreation Complex, 6050 Wells Road, St. Louis, Missouri, USA. Contact: St Louis Hobby Association, 11220 West Florissant #291, Florissant, MO 63033, USA. Tel: 314 869 3524.

• **SUTTON COLDFIELD MODEL Makers Society** presents Model Spectacular II on Sunday 14th September 1997 at the Sutton Hall, West Midlands from 10am to 5pm. For more information contact Robert Day on 01676 540469.

• **LEICESTERSHIRE IPMS MODEL Show** will be held on Sunday 14th September 1997 at Broughton Astley Village Hall from 1pm to 5pm. For more information contact Martin Connolly, 40, Richardsons Close, Broughton Astley, Leics. LE9 6NU Tel: 01455 284600.

• **MID-HERTS MODEL SWAP Meet** will be held at Harpenden Public Hall, Southdown Road on Sunday 14th September 1997 from 10.00 a.m. to 4.00 p.m. Admission £3.00 adults, £2.00 for OAP's and £1.00 for children. Free parking and refreshments on site. For more information and for bookings phone 01582 629525, Mobile 0976 375222 or 01296 27649 (after 6 p.m.).

• **WALLINGFORD IPMS WILL** be holding their third annual model show and competition on Sunday 21st September at The Regal Centre, Wallingford from 10am to 4.30pm. All proceeds will go to the Leisure Library. For

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

more information contact George Clark, 7, Station Road, Wallingford, Oxon. OX10 0HU.

• **IPMS AVRO LANCASHIRE** presents the 1st Blackpool Model Show at The Cliffs Hotel, Blackpool Promenade on Sunday 28th September 1997 from 10am to 5pm. For more information contact Ray Ashworth on 01204 669770, Dave Vickers on 01995 603454 (day) or 01253 868120 (eve) or Lloyd Martin on 01772 760747.

• **SCALE MODEL EXTRAVAGANZA 1997** and Open Competition. To be held at The Midland Air Museum, Coventry Airport, Baginton, Coventry on Sunday 28th September, NEW DATE, from 10am to 5pm. Admission, which includes the Museum; £3.00 Adults, £2.00 Child, £2.75 Senior Citizens and £9.00 Family. For more information contact Mrs Diane James, Museum Manager, on 01203 301033.

• **THE GREAT PHILADELPHIA Scale Model Exposition** will be held on October 3rd & 4th 1997. This IPMS Region II convention and model contest will be staged at the Radisson Hotel of Bucks County, 2400 Old Lincoln Highway at U.S. 1, Trevese, Philadelphia (Philadelphia edit, PA Turnpike). For more information contact: Convention Hotline, 1-610-325-5524, Fax: 1-610-325-3469, E-Mail John Cottman; cottman@msn.com or write to: Jan Harrison, 26 Schoolhouse Lane, Broomall, PA 19008-1830.

• **ABINGDON IPMS MODEL Show** will be held on Saturday 4th October 1997 at Preston Road Community Centre, Abingdon, Oxon. Open 10am to 5pm. For more details contact Tony Clements on 01235 522893.

• **THE GLASGOW OPEN Model Show and Competition** will be held at the Glasgow College of Nautical Studies, 21 Thistle Street, Glasgow on Saturday 4th October 1997. For more information contact David McAveety,

108 Ashgill Road, Glasgow. G22 6NG. Tel: 0141 336 2637.

• **LOCON 97 MODEL Contest** will be held at the Holiday Inn Centre, 3321 South 72nd street, Omaha, Nebraska, USA on the 4th October 1997. For more information contact Matt Bittner, 11213 Y Street, Omaha, NE 68137. Tel: 402 596 0664.

• **C-4 OPEN, SOUTHERN** Sweden's largest modelling competition will be held at the Museum of Technology in Malmö, Sweden on 4th/5th October 1997. For more information contact: Peter Sångberg, S.Häslöv 24:2, S-235 91 Vellinge, Sweden.

• **THE IPMS FLYING Tiger scale Model Builders** are hosting the Great South Model Contest V at the John Curtis Christian School in River Ridge, Louisiana on October 25th 1997. Information available from IPMS Flying Tigers, 710 Carondelet St. New Orleans, LA 70130, USA. This years theme is 'Nightfighters' and 'Nightriders'.

• **IPMS ERIE SCALE Modelers 1997 Model Contest** will be held on 26th October 1997 at the Fairfield Hose Company, 4896 East Lake Road, Harborcreek, PA. from 9.30am to 5.00pm. For vendor or additional information contact: Jeff Kaufmann on 814 866 7919 or Erie Scale Modelers on 814 456 0961.

• **LONDON (CANADA) SCALE Model Show 97** will be held at Carling Heights Optimist Community Centre, MacMahon St., London, Canada. For more information contact Scott Taylor on 519 686 7817 or Ed Kubiak on 519 452 1660.

• **SOUTH WEST MODEL Expo 97** at The Tank Museum, Bovington, Dorset. BH20 6JG on the 25-26th October 1997. For more details contact The Show Organiser at the above address or Tel: 01929 405096, Fax: 01929 405360.

• **THE IPMS (UK) National Championships** will be held at Castle Donington on the weekend of the 1st & 2nd November 1997.

• **MANATEE SCALE MODELERS** will be holding their 15th Anniversary Model Contest at the Manatee Convention Centre, Bradenton, Florida, USA on the 8th and 9th November 1997. For more information contact George Ellis on 914 795 7312 or Dennie Adams on 941 751 4101.



Events Diary at a glance

September

6th • Sunderland Scale Model Club Annual Show

7th • The Aero Space & Vehicle Club's Annual Model Show (Wolverhampton)

7th • Merseyside & District IPMS (Fromby)

7th • The St Louis Hobby Association Hobby Expo 97, Missouri, USA

14th • Model Spectacular II (Sutton Coldfield)

14th • Leicestershire IPMS Model Show

14th • Mid-Herts Model Swap Meet (Harpenden)

21st • Wallingford IPMS (UK) Annual Show and Competition

28th • Blackpool Model Show

28th • Scale Model Extravaganza (Midland Air Museum) - Note new date

October

3rd & 4th • The great Philadelphia Scale Model Exposition (USA)

4th • Abingdon IPMS Model Show

4th • Glasgow Open Model Show

4th • Locon 97, Omaha, Nebraska, USA

4th & 5th • C-4 Open, Malmö, Sweden

25th • IPMS Flying Tigers, Louisiana (USA)

25th & 26th • South West Model Expo 97 (Bovington)

26th • IPMS Erie Model Contest, Harborcreek, Erie, PA, USA

26th • London (Canada) Scale Model Show, London, Canada

November

1st & 2nd • IPMS National Championships (Donington)

8th & 9th • Manatee Scale Modellers Model Contest, Florida, USA

SUTTON COLDFIELD MODEL MAKERS SOCIETY

MODEL SPECTACULAR II

SUNDAY 14th SEPTEMBER 1997

SUTTON TOWN HALL
WEST MIDLANDS

MODEL COMPETITIONS - JUNIOR & SENIOR

VISITING CLUBS

TRADE

DISPLAY BY

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ADMISSION £1-50
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Clubs & Societies

• **THE ABERDEEN MODELLERS** Society meets on the first Tuesday of every month at the Cults Community Centre, Earlswell Road, Cults, Aberdeen. Meeting starts at 7.30pm and modellers in all disciplines are welcome to attend. For more details contact: David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

• **ABINGDON IPMS MEETS** on alternate Tuesdays from 8 to 10pm at the Methodist Church Hall, Dorchester Crescent, off Appleford Drive, Abingdon. All ages and skill levels welcome, whatever your interests may be e.g. aircraft, armour, ships, sci-fi, cars etc. For more information contact Tony Clements on 01235 522893.

• **AVON IPMS BRANCH** meet the third Wednesday of each month at The Rotunda Club, Moravian Rd, Kingswood from 7.30 - 11.00pm (in the Avon Suite) and on the first Sunday of each month at The Griffin Inn, Bridgegate, in the back hall from 2pm to 6pm. If you have any questions please contact Sean on 0117 9699092.

• **BRADFORD IPMS MEETS** at 'The Crown', Horton Bank Top, Bradford on the 4th Tuesday of the month from 7.30pm. All are welcome. For further details contact Martin Fisher on 01274 676127 or John on 01274 502295.

• **BRAMPTON SCALE MODEL** Club (incorporating IPMS Brampton) is open to all modellers in the Huntingdon area and surrounding districts. Anyone wishing to join should contact, Sam Barby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ Tel: 01487 830689.

• **CHELMSFORD MODEL CLUB** meets the first Monday of each month at The Cricketers Public House, Moulsham Street, Chelmsford from 7.30pm. For more information contact Stuart Shakespeare on 01245 609098.

• **THE CHILTERN SCALE Model Club** (incorporating Chiltern IPMS) meets on the first Wednesday of each month from 8pm to late at the Shefford Memorial Hall, Shefford, Bedford. Everyone welcome. For more information contact, Martin Ford, 127 Chirstey Rise, Stevenage, Herts SG2 9JQ. Tel: 01438 223385 (5.30 to 9.00pm), Fax: 01438 748754.

• **THE CLACTON BRANCH** of the IPMS meets on the first Monday of every month from 7.30 at the Friends Meeting House, Granville Road, Clacton-on-Sea. For more information contact Peter Terry on 01255 428653.

Model Clubs!

If you would like to attract more members to your club, why not let people know where and when you hold your meetings via this page. Just write or fax the details to the editorial address, there are no charges!

• **IPMS EAST NEUK** Modelling Club (in North East Fife) now meets on the first Tuesday of each month. Contact Brian Murray, Tel: 01334 655131 for details.

• **"FAMAS"** (pronounced "Famous") bi-monthly journal of the Frog & Airfix Model Aircraft Society. For further details please write to: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

• **GLOUCESTER IPMS MEETS** on the third Tuesday of each month at the Gloucester Leisure Centre from 8pm to 10pm. If you are interested, please contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

• **GUERNSEY PLASTIC MODELLERS** Group. We are a relatively new group catering for all aspects of plastic modelling. We meet at the Air Scouts hut behind the Forest Methodist Church. Meetings will start at 7.30pm and will be held on the following nights: 16th September and 11th November. All are welcome whatever the standard. For further information contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

• **THE HARROW MODELLING** Society meets on the first and third Monday of the month, at the Wealdstone Baptist Church Hall, Wealdstone, Harrow, Middlesex. All modellers are welcome. Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for more details.

• **ISCA SCALE PLASTIC Model Club** is the new name for Modelexe - East Devon Model Club. We meet the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

• **KEIGHLEY PLASTIC MODEL** Society meets the second Tuesday of each month at The Friendly Inn, Ainsworth Street at 8pm. Contact John on (01535) 665722 or Eddie on (01535) 671192 for more information.

• **LORDSWOOD (JUNIOR) MODEL** Club is meeting ever Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MEDWAY MODELLING CLUB** meets on the first Tuesday of each month at The Strand, Lower Road, Gillingham, Kent. All subjects and scales catered for. For more information contact the secretary on 01634 373282.

• **MILDENHALL PLASTIC MODEL** Club, friendly and informal meetings 1st and 3rd Wednesday of each month at the Bob Hope Centre, Mildenhall Air Base, Suffolk. For information contact Peter on 01638 742354.

• **NORTH STAFFS MODEL** Club meets every Thursday 7pm - 10pm at the Seabridge School, Roe Lane, Newcastle-under-Lyme. Contact Stefan on 01782 618181 or Phil on 01782 544612 for more details.

• **NORTH ESSEX MODELLERS**, a new club for all modellers meeting at the Civil Service Club, Flagstaff Road, Colchester on the 2nd Monday of each month. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for further details. All ages and interests welcome.

• **ROBERTSBRIDGE AVIATION SOCIETY** Model Club meets every Wednesday at 8.00pm at Bush Barn located on A21 going north from Robertsbridge. All are welcome whatever the standard. For more information please contact David Morrice, 8, Belvedere Gardens, Crowborough, East Sussex TN6 2LR or Tel 01892 654507.

• **IPMS SOUTH EAST** London meet at West Greenwich House, Greenwich High Road, Greenwich, SE10. Greenwich Station is one minutes walk away and bus 177 passes the door. Meetings are held on the second Thursday of the month at 7.30pm. New members and visitors are always welcome. For more details please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929. For a map please send an SAE to Alan Partington at 100, Culverley Road, Catford, London. SE6 2JY.

• **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS) meets from 7pm on the third Wednesday of each month at the Civic Centre, Southend-on-Sea. We hold a monthly competition and all ages are welcome. For more information contact Dean on 01702 603031.

• **SOUTH LONDON SCALE Model Club** meets the 1st Thursday of each month at the Wilditch Centre, Culvert Road, off Battersea Park Road, London SW11 between 7.20pm and 9.30pm. For further details please ring Eric on 0181 685 9110. All modellers and all ages welcome.

• **STAFFORD IPMS MODEL** Club. From aircraft to armour, novice to know-it-all, little to lifelike, historic to hysterical we cater for them all! Meetings are held on the 2nd Thursday of the month from 8pm at 'The White Eagle Club' (The Polish Club), Riverway, Stafford. For more information contact: John Tapsell, 29 Sidmouth Avenue, Weeping Cross, Stafford. ST17 0HG.

• **TAYSIDE MODELLING SOCIETY** meets Friday evenings, monthly. Oakbank Community Centre, Perth 7.30 to 10pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

• **THURROCK SCALE MODEL** Club. We meet at the Adult Education Centre, Bridge Road, Grays, Essex on the third Friday of each month at 8pm. All are welcome, whatever your age and modelling experience, junior members urgently wanted. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

• **WALLINGFORD (IPMS) MEET** on the second Sunday of each month at the Wallingford Adult Education Centre, St. Georges Road, Wallingford, 10am to 5pm. We are a friendly bunch who cater for all levels and subject matter. If you would like to know more contact Phil May on 01235 535701, or Geoff Wakenham on 01491 833471.

• **WATFORD SCALE MODEL** Club cater for all scale model builders, whatever their interests. We meet on the second Tuesday of each month at the Orbital Community Centre, Haines Way, Leavesden, Nr Watford from 8.00pm to 10.30pm. For more information call Nigel Foster on 01582 667210.

• **WEST MIDDLESEX IPMS** meet on the last Tuesday of each month from 7.30pm at Matthew Arnold School, Kingston Road, Staines. Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for more details.

• **YORK & DISTRICT Plastic Models Society** meets the third Friday of each month at Osbalwick Social Club. The club aims to be friendly & supportive to all skill levels. Contact Chris on 01430 873408 or Joel on 01904 766895 for more information.

Readers Classified

For Sale

• **FINE MOULDS 1/48TH** scale kits of the Judy, Oscar and Claude at £20.00 each. Also two 1/48th scale Monogram Havards and JMGT conversion to T-6G at £20.00 each. For more details contact J. Fraser on 01968 672628 (Midlothian).

• **AVIATION BOOKS, WWII** (Luftwaffe, Japanese, USAAF & USN) and modern jet fighters. SAE for list. Contact J. Davies, 28 West View, Bridlington, Northumberland. NE22 7JX.

• **COLLECTION OF AIRCRAFT** kits for sale. Over 200 items, mostly 1/72nd scale, some decals and accessories. Send an A4 size stamped (36p) SAE to the Editor for full lists.

• **FINAL CLEARANCE** of unmade, boxed Airfix aircraft kits in 1/48th, 1/72nd and 1/144th scale. All at £6.00 each inc P&P. For more details contact Carl on 01538 756956.

• **LARGE COLLECTION** of kits for sale, including Frog, Airfix, Monogram, Hasegawa and Revell in 1/72nd, 1/48th and 1/32nd scales. Phone for list or wants to Peter on 01670 352710.

• **COMPLETE (23) EDITIONS** of Scale Aviation Modeller which made up volume 1 and 2. £30.00 for the lot including P&P. I do not wish to split them. Contact John on 01988 700568

• **COMPLETE SET OF** Scale Aircraft Modelling, 30 issues of Modelaid (Malta), 15 issues of Air Forces International, 19 copies of Planes/Wingspan and 48 IPMS Journals. £125 for the lot, buyer to collect. Contact George Burn on 0191 2364747.

• **SCALE AIRCRAFT MODELLING** Vol 1 Iss 1, 2, 3, 8 & 9. Vol 2 Iss 6, 7, 8, 9 & 10. Vol 4 Iss 6, 7 & 9. Vol 5 Iss 4 to 12 inc, Vol 6 complete. Vol 7 complete. Vol 8 Iss 1, 2, 3, 7, 8, 9, 10 & 11. Vol 9 Iss 1, 2, 3, 4, 5, 6 & 8. Vol 15 Iss 8. Also Aviation News Vol 12 No 11. £1.00 per copy inc P&P or £55.00 the lot. Contact the Editor, in writing, at the editorial address.

Wanted

• **1/48TH SCALE A-6 INTRUDER** kit, preferably VA-196 (Main Battery), but all versions considered. Contact Gregor McAdam, 14 Macdonald Drive, Forbes, Scotland. IV36 0NG. Tel: 01309 675614.

• **POSTWAR MILITARY AIRCRAFT** No. 2 'Gloster Meteor' by Chaz Bowyer published by Ian Allen Ltd in 1985. Also, has anyone got the contents (without binder) of the 'Monogram Official Painting guide to German Aircraft 1935-1945' for sale! Fair price paid for copies in good condition. Write to the Editor via the editorial address (see contents page for details).

• **UNMADE 1/72ND SCALE** Hasegawa F-104G Starfighter kit with 'cat and mouse'

decals, to complete my Starfighter collection. Details please, including condition and price to Ashley Keates, Keepers Cottage, Barton Lane, Barton-in-Fabis, Nottingham. NG11 0AB.

• **PROJECT X 1/72ND** scale kit of the Hawker P1081 (Kit No. PX008). Fair price paid. Contact T.D.Baker, 23 Kingshurst Rd, Lee, London. SE12 9LD. Tel: 0181 857 8495.

• **1/24TH SCALE DECALS** for the original Bf 109E kit from Airfix, 'Yellow 10' of 9/JG 26 'Schlageter'. Also does anyone have a spare set of swastikas in the same scale. Contact Mr R. Leach, The Laurels, Eridge Road, Crowborough, East Sussex. TN6 2SJ.

• **SUPERSCALE DECAL SHEET** no. SS4402 for the Lockheed L1011 Tristar (Court Line). Please contact Mr K. Oliver, 140 Devon Road, Luton, Beds. LU2 0RL. Tel: 01582 401427.

• **ENGLISH ELECTRIC LIGHTNING** 1/48th scale resin kit (make unknown) or information on same. Built or unbuilt kits considered. Also any travel agent or desk top models. Contact Paul on 01483 571743 (Surrey).

• **ONE AIRFIX (RED)** binder, cash or exchange for an Aircraft Modelworld binder. Contact Larry Barbour, 13 Main Street, Broadsea, Fraserburgh, Aberdeenshire. AB43 9RT.

• **LUFTWAFFE CAMOUFLAGE & Markings** Vols 1 & 3. Also require Airfix guide No.10 - Luftwaffe Camouflage of World War II. Reasonable offers. Contact Ted Ryfa on 01842 814715 (Suffolk).

• **PLEASE HELP!** Desperately need a canopy for a Monogram 1/72nd scale EF-111 Raven (Kit No.5435, Part No.60). Contact Mike Churchill, 4 Coopers Crescent, Borehamwood, Herts. WD6 5RF. Tel: 0181 3866160.

• **DETAILS OF THE** upper surface camouflage pattern on 1980's Argentinian/Bolivian F-86 Sabres. Any assistance reciprocated, expense reimbursed. Contact Mr G.D. Dorman, 35 Newlands Court, Cardiff. CF4 5HU.

• **THE OFFICIAL MONOGRAM** Painting Guide to German Aircraft 1935-1945. Also copy of German Jet Genesis. Best prices paid. Contact Stephen Yates, Flat 6, 1 Tudor Avenue, Watford, Herts. WD2 4NU. Tel: 01923 465753.

Messages

• **SHAFTESBURY & GILLINGHAM** district, Dorset. Are you interested in a proposed modelling club in this area, catering for all types of enthusiasts. Possible eventual membership of the IPMS. Interested? then contact Sydney Parker on 01747 854962.

• **HELICOPTER MODELLERS** - Are you interested in rotary modelling, interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

Pen Friend

• **CANADIAN AIRCRAFT** modeller would like to contact English aircraft modellers. Contact: Almont Baltzer, PO Box 724, Berwick, Kings County, Nova Scotia, Canada, B0P 1C0.

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to:
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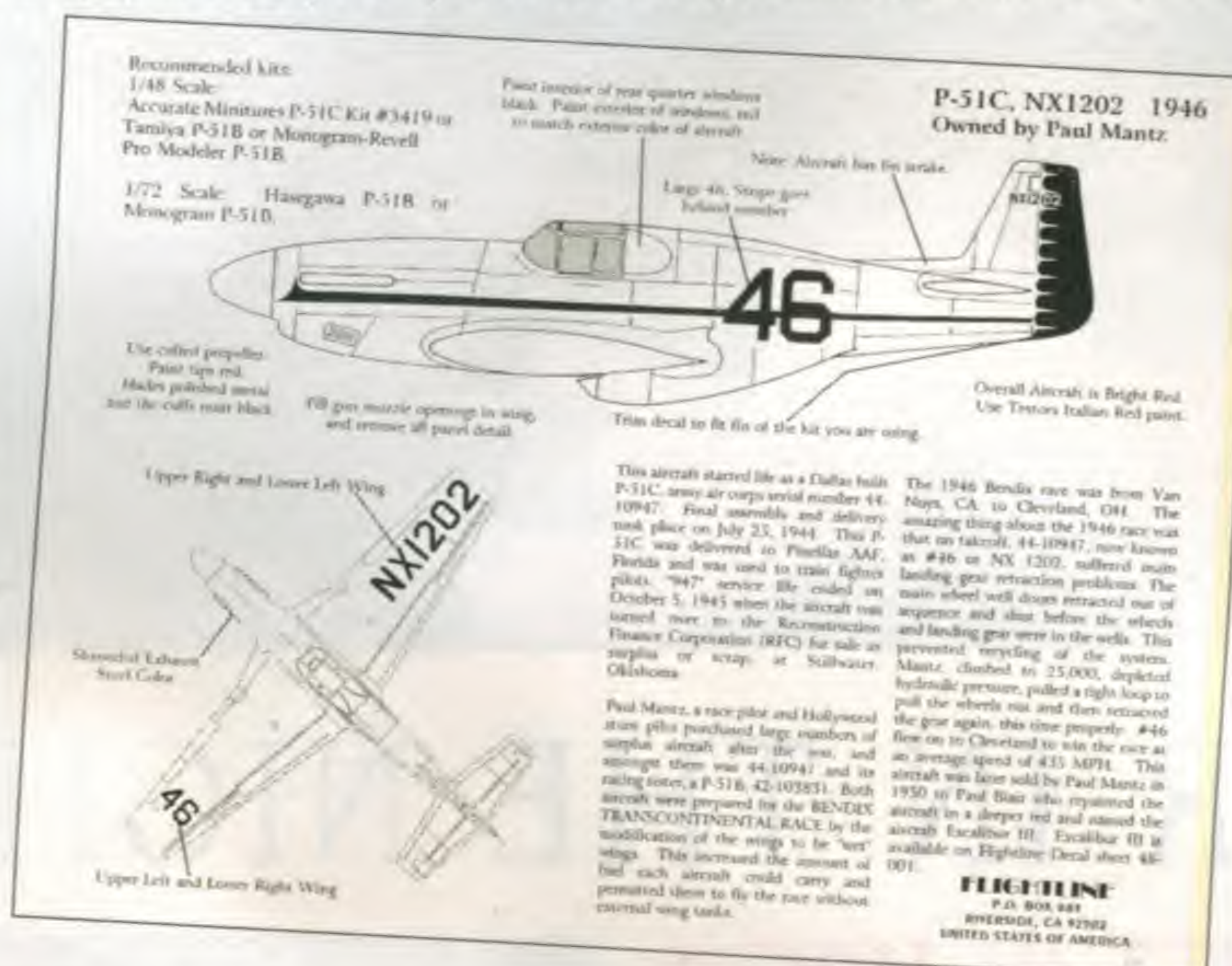
COMPETITION - 'Decal Draw' - FLIGHTLINE -

Specially produced for the IPMS (USA) Convention, these decals are not available commercially.

Special Offer to our Readers!

The American decal manufacturer of Flightline wish to introduce their product line to you and as a very special offer to the readership of Scale Aviation Modeller International, they are giving away 40 sets, in both 1/72nd and 1/48th scale, of decals for the P-51C which was flown by Paul Mantz in 1946. This machine (NX1202), is famous for its many wins of the Bendix trophy in the late 1940's.

When later owned by Paul Blair it became 'Excalibur III' and today this machine is preserved at the National Air & Space Museum in Washington DC.



Send your entries to:

'Decal Draw'
SAM Publications,
24 Grove Place,
Bedford, MK 40 3JJ

The closing date for entries will be the 30th September 1997 and the offer is open to UK residents only.

Remember
this decal sheet
is NOT available
commercially!

The Offer

It could not be easier! All you have to do is send in your name and address on a postcard or sealed down envelope and the

first forty drawn will receive the decal sheet. Don't forget to mark your entry with whether you want 1/72nd or 1/48th scale versions.

Rules:

The draw is only open to UK residents. The first 40 entries, from each preferred scale, drawn after the closing date will receive a copy of the prize. No correspondence will be entered into. The judge's decision is final.



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Rumpler C.IV £11.99	Albatros D.III(Ger) £10.99
Messerschmitt 109H £10.99	N.A. F-1 Fury £11.99
Curtiss XP-40Q £11.99	Fokker D.XXIII £13.99
H. Brandenburg W.29 £13.99	Breguet XIV B2 £13.99

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The Bf 110, a twin-engine long-range escort fighter and destroyer, first flew in May 1936.

Although the Bf 110 did not prove particularly successful in its first encounters with British fighters, it was in continuous use throughout the war. Despite its heavy weight it was relatively fast but cumbersome, and it lacked the required manoeuvrability to take avoiding action when under attack. Losses became so great that ultimately the Luftwaffe used Bf 109's instead, as escorts to its bomber units.

HUNTER IN THE NIGHT SKY...

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Equipped with the latest FuG 220 Lichtenstein on-board radar system, the night fighter – supported by a ground guidance

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As standard armament the G-4 usually had two 30mm MK 108 cannons and two MG 151/20s in its nose. While for oblique firing it carried an additional 2 7.9mm machine guns.

Wing span: 16.25m, length: 13.05m, maximum take-off weight: 8,390kg, range 2,080km, service ceiling: 7,950m.

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